

TEA 21 Reauthorization:

Infrastructure for a Stronger America



METROPOLITAN TRANSPORTATION COMMISSION

24th Annual Report to Congress | March 2003



About the Maps in This Report

Geographic Information Systems (GIS) are a powerful computer-based set of tools for collecting, storing, retrieving, transforming and displaying spatial data that represent real world features. MTC is a leader in California in the use of GIS technology for transportation planning and analysis.

The transportation projects featured in this report were accurately mapped using data from MTC, Caltrans and other regional partners. The 3-D shaded relief base map was derived from U.S. Geological Survey (USGS) Digital Elevation Model (DEM) data compiled by the Association of Bay Area Governments (ABAG). All other map layers, such as roads, rail, transit lines, ferry terminals, ferry lines, airports, water, parks, city boundaries and county boundaries, come from MTC's regional Thomas Bros. Maps base-map data.

*Topographical
Data with Elevation
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TEA 21 Reauthorization: Infrastructure for a Stronger America

**24th Annual Report
to Congress**

March 2003



METROPOLITAN
TRANSPORTATION
COMMISSION

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Legislation and Public Affairs Section

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March 2003

To Our Federal Representatives:

The Metropolitan Transportation Commission, working in partnership with San Francisco Bay Area public transit operators and county and city officials, is pleased to submit this report summarizing our objectives for the reauthorization of the Transportation Equity Act for the 21st Century (TEA 21), and providing you with a summary of the tremendous benefits that our region has realized from the existing federal transportation program.

With the national economy seeking a sustained recovery and state coffers pinched, the federal transportation reauthorization bill provides a unique opportunity to stimulate job growth while building the critically needed infrastructure to provide economic growth for future generations.

We thank you for your efforts and support in the transportation arena, and look forward to working with you in the coming months. Should you have any questions or comments about this report, please contact any of the following people:

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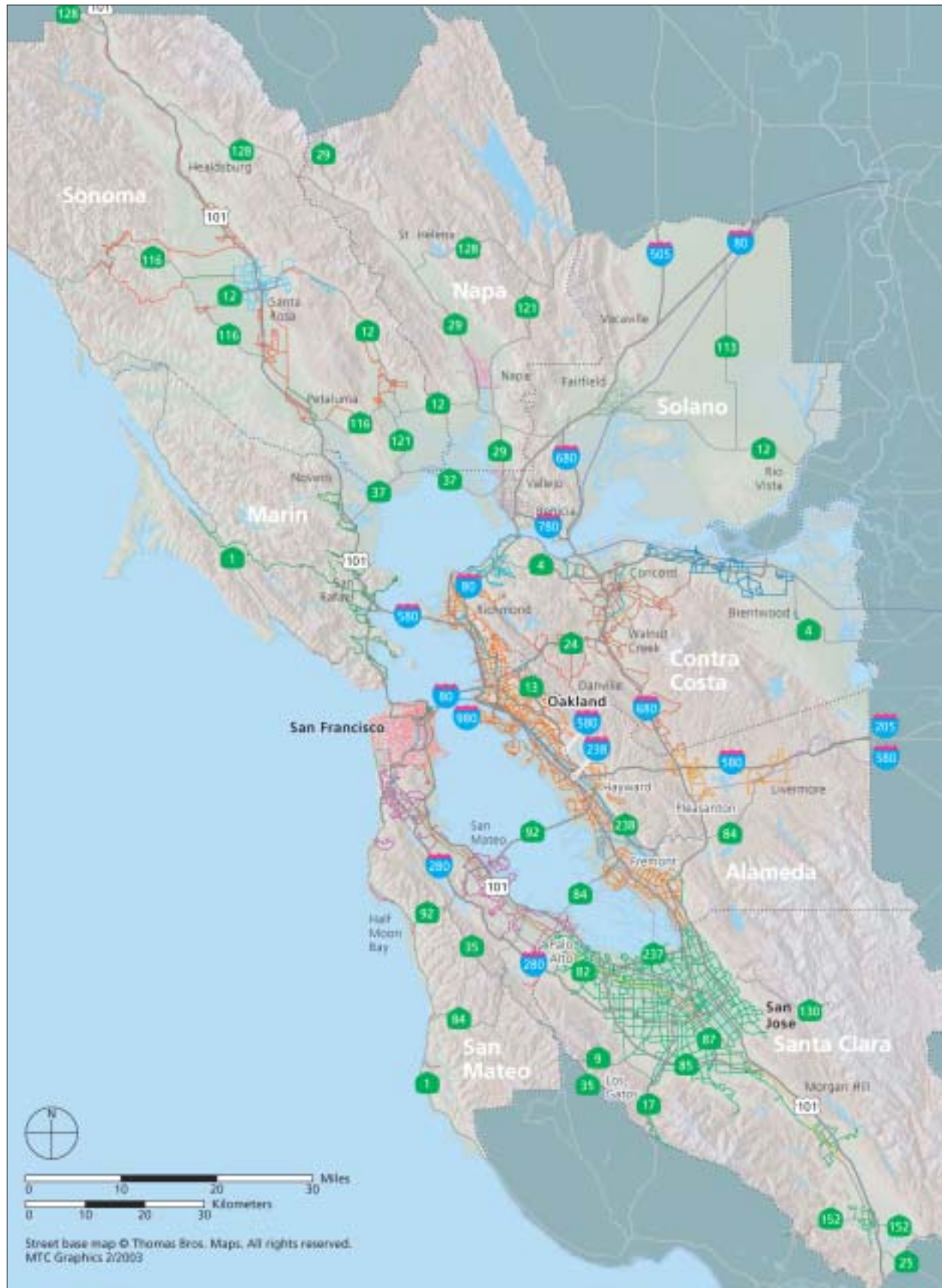
Sincerely,

Steve Kinsey
Chair

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MTC Nine-County Bay Area Region



Note: Black lines indicate highways; the multicolored grid illustrates the Bay Area's extensive public transit network with its numerous operators.



TEA 21 Reauthorization: Infrastructure for a Stronger America

Summary of Top Priorities

Grow the Highway and Transit Programs

TEA 21 took some important steps to put “trust” back into the highway and transit trust funds. These policies were a great beginning; however, there is more work to be done.

The promises of a true Highway Trust Fund are not yet fully realized. To ensure that we keep pace with our transit and highway needs, we urge Congress to:

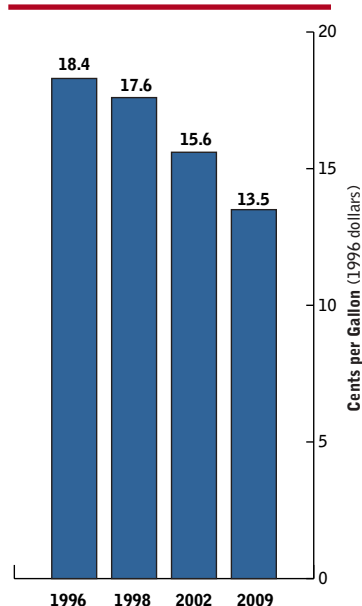
- Restore equal taxation of gasohol and redirect all gasohol tax revenues to the Highway Trust Fund;
- Credit all interest earned on the fund balances in the Highway and Transit Trust Funds directly to the trust funds;
- Raise obligation limitations to match appropriation levels and spend down the Highway Trust Fund balance;
- Index the fuel tax to inflation.

Summary of Benefits: Annual Revenues From Restoring Trust in the Highway Trust Fund

	Billions of Dollars*
Restore Equal Taxation of Gasohol	\$1.4
Redirect Gasohol Tax to the Trust Fund	\$0.7
Interest Income	\$1.0
Raise Obligation Levels	\$3.0
Indexing Fuel Taxes	\$1.0
TOTAL	\$7.1

* MTC Estimates

Federal Excise Tax on Fuel Will Lose 27 Percent of Its Value between 1996 And 2009 if Congress Doesn't Act



Many national transportation groups are advocating for increased funding levels. Two of these groups, composed of public officials, are the American Association of State Highway and Transportation Officials (AASHTO) and the American Public Transportation Association (APTA). AASHTO has a goal of a \$41 billion annual highway program by 2009, while APTA is advocating for a \$14 billion annual transit program by the end of the next authorization.

Congress can make some strides toward addressing highway program shortfalls by implementing the measures outlined above, but increased transit funding can only be met by increased funding commitments:

- 1) Additional General Fund dollars;
- 2) Increasing the current excise taxes; or
- 3) Increasing the portion of the fuel tax (currently 2.86 cents per gallon) that is deposited into the Mass Transit Account.

Build on the Success of TEA 21

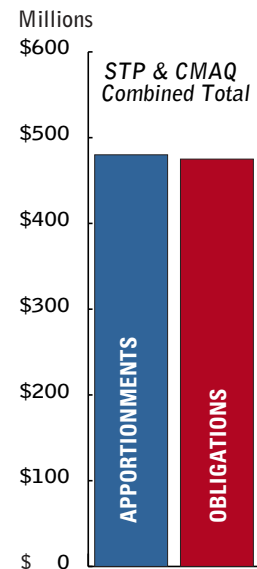
The flexibility of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds has been critical in addressing the Bay Area's diverse, multi-modal transportation needs. STP/CMAQ dollars have funded:

- TransLink®, the Bay Area's regional transit fare "smart card;"
- MTC's Transportation for Livable Communities (TLC) program to revitalize urban neighborhoods;
- The region's 511 traffic information service.

In reauthorizing the program, we urge Congress to:

- Guarantee reliable funding by retaining the firewalls and improving the Revenue Aligned Budget Authority (RABA) mechanism;
- Retain the basic structure of the highway and transit program — it isn't broken and doesn't need fixing;
- Increase funding flexibility that encourages intermodal solutions;
- Oppose efforts to place a funding cap on transit formula funds and reward areas that overmatch discretionary funding in the New Starts Program.

Project Delivery Keeps Pace With Appropriations



Note: Appropriations and obligations are through Sept. 30, 2001

Grow the U.S. Economy by Strengthening Metropolitan Areas

Metropolitan areas account for over 80 percent of national income, employment and the production of goods and services, driving the economic performance of the nation as a whole. In California, 97 percent of employment and output is generated within metropolitan areas. One of the landmark changes brought about by TEA 21 and its predecessor, the Intermodal Surface Transportation Efficiency Act (ISTEA), was the new partnership between federal, state and local government. With the 2003 reauthorization, we join the U.S. Conference of Mayors, the National League of Cities, the National Association of Counties, the Association of Metropolitan Planning Organizations and the Surface Transportation Policy Project in urging Congress to:

- Restore suballocation of the STP Minimum Guarantee funds and extend the suballocation to all large and small metropolitan planning organizations (MPOs);
- Extend suballocation of CMAQ funds to MPOs in air quality non-attainment and maintenance areas.

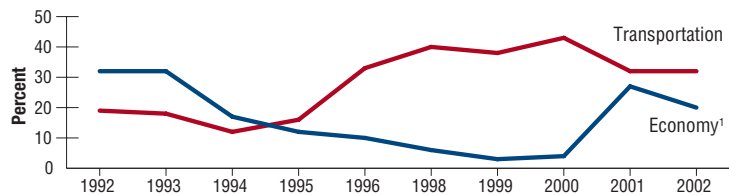
Summary of Top Priorities *(continued)*

Why TEA 21 Reauthorization Matters to the Bay Area

The San Francisco/Oakland metropolitan area is the second most congested area in the nation, with San Jose tied for fifth. This translates into countless hours of wasted time and over 359 million gallons of wasted fuel annually.

- For seven years in a row, Bay Area residents have ranked transportation as their highest concern, over the economy, affordable housing, schools, healthcare and crime.
- In the Bay Area, the average time spent commuting to work is 29.4 minutes, 21 percent higher than the national average and up by four minutes since 1990.

Transportation Tops Bay Area Residents' Concerns



¹Includes those citing the economy in general, and/or including unemployment and cost of living.
Note: No poll was conducted in 1997. **Source:** Bay Area Council Poll

New Starts Authorization

We seek a multiyear funding authorization for the San Francisco Bay Area Regional Transit Expansion Program, which recognizes regional consensus pursuant to MTC Resolution 3434 and rewards an 80 percent local/20 percent federal funding overmatch.

FY 2004 Funding Requests:

- BART extension to San Francisco International Airport (SFO): \$169.9 million reimbursement for completed construction as proposed in President Bush's budget request. This is the Bay Area's top New Starts priority.
- San Francisco Muni Third Street Light-Rail Transit Phase 2/New Central Subway: \$10 million for preliminary engineering.
- Silicon Valley Rapid Transit Corridor: \$10 million for preliminary engineering.

Bus Rapid Transit

MTC Resolution 3434 also supports AC Transit seeking \$50 million in High Priority Project funds or funding from a multiyear authorization of the Section 5309 Bus and Bus Discretionary Program to implement enhanced bus service and bus rapid transit connecting Berkeley, Oakland and San Leandro. Assisted by both high-tech solutions such as bus priority and real-time bus information, and low-tech solutions such as relocation and improvement of bus stops, enhanced bus service and bus rapid transit will increase ridership, increase operational efficiency, improve access to jobs, contribute to downtown development and further clean air initiatives.

Expand Ferry Discretionary Program

We join APTA in seeking an increase in funding for the Ferryboat Discretionary Program from \$38 million annually in TEA 21 to \$75 million annually, with an amount dedicated to the San Francisco Bay Area at a level similar to that which is currently dedicated in TEA 21 to ferry systems in Alaska, Washington and New Jersey. The Bay Area's ferry system is already the fourth largest urban commuter system in the country in terms of ridership, behind New York, New Jersey and Seattle.

Eliminate Restriction on Use of Toll Funds

We seek changes in federal law to allow toll funds from all Bay Area bridges to be used for transit operations, as is the case with the Golden Gate Bridge, Highway and Transportation District.



Section I

Authorization Issues

Build More “Trust” in the Highway Trust Fund

According to a 2002 report by the U.S. Department of Transportation, the average annual cost just to maintain current physical conditions on highways and bridges will be \$70 billion in FY 2003. Meeting this need would require a doubling of the current federal investment in highways. Similarly, the cost of adequately maintaining the nation’s transit system would be double that of current investment levels, necessitating a rise from about \$7 billion to \$13 billion per year.

TEA 21 took some important steps to put “trust” back into the Highway and Transit Trust Funds. The 1998 legislation:

- Erected budgetary firewalls to protect dedicated transportation funding;
- Guaranteed funding levels for transit and highways based on expected tax revenue;
- Introduced the Revenue Aligned Budget Authority (RABA) mechanism to match annual appropriations to actual dollars generated.

These policies were a great beginning; however, there is more work to be done. Below is a summary of revenue options that Congress should consider to address this growing need.

Realize the Trust Fund Promise

- **Issue 1:** Gasohol, a required fuel mix, is taxed at 13.1 cents, 5.3 cents less per gallon than gasoline. A tax exemption may have made sense when gasohol needed an incentive; however, now that gasohol is effectively required for sale in much of California and other states, the lower tax rate serves no purpose other than to reduce investment in transportation infrastructure.
➤ **Solution:** Restore equal taxation of gasohol at the full 18.4 cents per gallon.
Revenue increase: \$1.4 billion annually
- **Issue 2:** Currently, 2.5 cents of the gasohol tax is deposited into the General Fund, rather than the Highway Trust Fund (HTF). This is contrary to the overall firewall policies that match transportation revenue with transportation expenditures.
➤ **Solution:** Redirect all gasohol tax revenues to the HTF.
Revenue increase: \$0.7 billion annually
- **Issue 3:** Prior to TEA 21, the interest earned on the HTF balance was credited to the HTF account. Today, interest revenue is deposited in the General Fund.
➤ **Solution:** Credit all interest earned on the HTF balance to the HTF account.
Revenue increase: up to \$1 billion annually

- **Issue 4:** Current budgetary rules called “obligation limitations” withhold over 10 percent of each year’s highway funds appropriated by Congress. These funds remain in the HTF but cannot be used without an increase in obligation limitations. As shown at right, \$37 billion promised under ISTEA and TEA 21 was never delivered to the states. This discrepancy between appropriations and obligation limitations has caused the HTF balance to balloon to a current surplus of \$20 billion.

- **Solution:** By raising obligation limits, the HTF balance could be spent down and used to deliver much-needed projects. This simple step of turning annual appropriations into real dollars would release another \$3 billion annually for transportation projects.

Revenue increase: up to \$3 billion annually

- **Issue 5:** While the cost of constructing a new interchange or light-rail extension increases each year, federal fuel excise taxes stay constant. The result is an erosion of purchasing power. The chart on the right indicates that the 18.4 cents per gallon excise tax fully dedicated to transportation in 1996 will be worth only 13.5 cents per gallon by the end of the decade, a loss of over 25 percent of its original value.

- **Solution:** To counteract this loss, Congress should join the 11 states that index their state gas tax and take action to index federal transportation excise taxes. While the near-term revenue potential of indexing is relatively modest, at just over \$1 billion per year, the long-term value of maintaining purchasing power should not be overlooked.

Revenue increase: up to \$1 billion annually

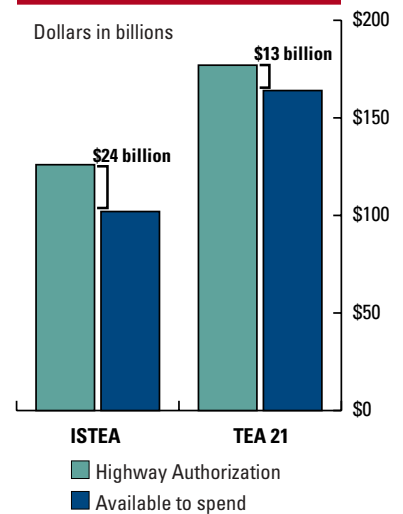
Summary of Benefits:

Annual Revenues From Restoring Trust in the Highway Trust Fund

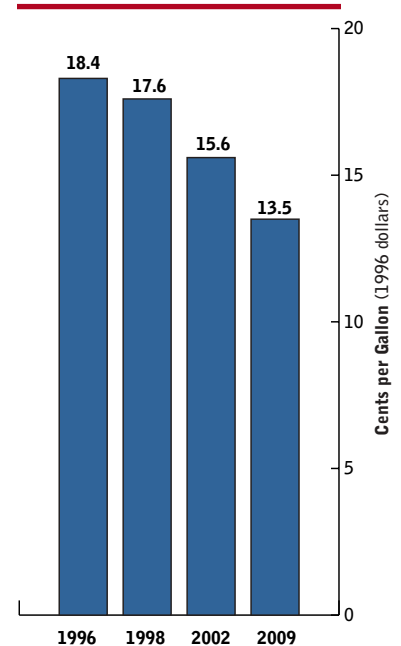
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Indexing Fuel Taxes	\$1.0
TOTAL	\$7.1

* MTC Estimates

Highway Authorization Not Available for Expenditure



Federal Excise Tax on Fuel Will Lose 27 Percent of Its Value between 1996 And 2009 if Congress Doesn't Act



Close the Funding Gap: Highway and Transit Needs Far Outstrip Available Funds

The Highway Trust Fund: A User-Based, Pay-as-You-Go System

Since 1956, the Highway Trust Fund has operated on the principle of a user-based, pay-as-you-go system that relies on excise taxes on fuel and tires, and sales taxes on new trucks and trailers. We recommend that Congress maintain this approach and avoid debt financing schemes that will have higher long-term costs and do little to address the underlying revenue shortfall.

A Strategy to Meet the Industry's Funding Goals

Many national transportation groups are advocating for increased funding levels. Two of these groups, composed of public officials, are the American Association of State Highway and Transportation Officials (AASHTO) and the American Public Transportation Association (APTA). AASHTO has a goal of a \$41 billion annual highway program by 2009, while APTA is advocating for a \$14 billion annual transit program by the end of the next authorization.

Congress can take some strides toward meeting AASHTO's goal by improving the trust fund features of the HTF described in the prior pages.

Increased transit authorizations, however, can only be met by increased funding commitments:

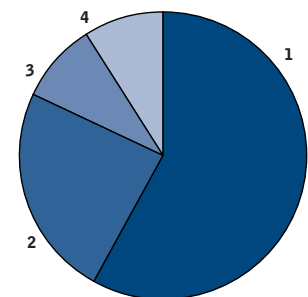
- 1) Additional General Fund dollars;
- 2) Increasing the current excise taxes; or
- 3) Increasing the portion of the fuel tax (currently 2.86 cents per gallon) that is deposited into the Mass Transit Account.

Increase the Fuel Tax to Fund Outstanding Needs

In the Bay Area alone, funding shortfalls are in the tens of billions of dollars, as shown in the figure at right. These compelling infrastructure needs are only compounded by the slower revenue growth due to a 23 percent advancement in the fuel efficiency of the existing fleet of cars and trucks since 1978. Increasingly, Americans drive longer distances on one gallon of gas, paying proportionally less in fuel taxes.

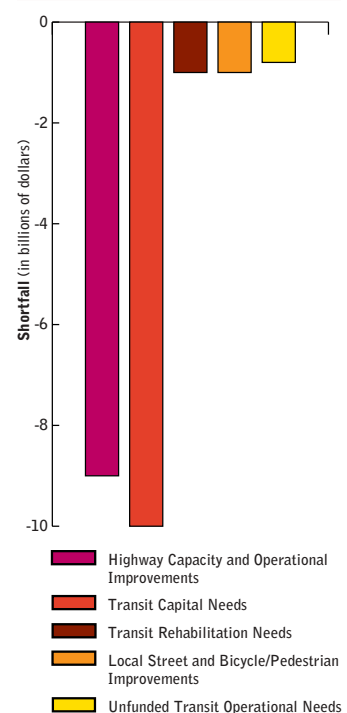
Every five cents of a fuel tax increase generates roughly \$7.2 billion in the Highway Account and \$1.3 billion in Mass Transit Account funding under current formulas. While a 5-cent-per-gallon tax increase will not fully close the gap between need and revenues, it could make significant strides toward correcting past under-investment in transportation.

Tax Revenue Sources of the Highway Trust Fund, 2001



	Percent of Total
1 Gasoline	58%
2 Diesel	24%
3 Gasohol	9%
4 Truck-related	9%
TOTAL	100%

Bay Area Transportation Funding Shortfall



America Needs Increased Transportation Investment

“Transportation is essential to America’s security, economic prosperity and quality of life. Our surface transportation system has supported the nation’s strong economic performance, and the evolution of world commerce.”

Norman Y. Mineta
U.S. Transportation Secretary

The Success of California’s Economy Depends On Transportation Investment

With a gross domestic product of \$1.3 trillion, California’s economy would rank fifth among the world’s nations. California serves as a major gateway for the rest of the nation’s goods: Over 40 percent of America’s container volume, port container traffic and air cargo pass through California — almost all through the state’s congested metropolitan areas. In an economy that relies on just-in-time delivery, an efficient urban transportation system is absolutely essential.

The Future Brings Challenges to Providing Mobility in the Bay Area

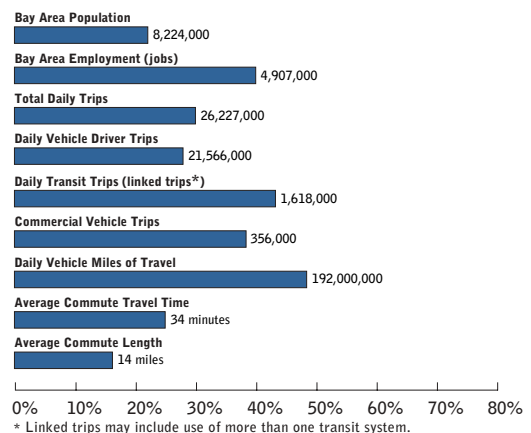
A glance at the population projections for the San Francisco Bay Area highlights some of the challenges the region will face over the next 25 years. As shown in the figure, the Bay Area’s population is projected to grow by over 20 percent, while employment is projected to grow by about 40 percent.

Local and State Dollars Outpace Federal Funding

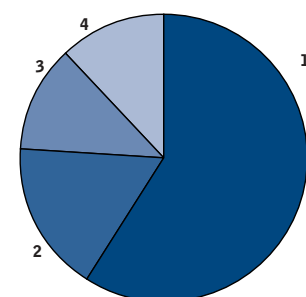
Across California, and in the San Francisco Bay Area in particular, local communities are doing their part to invest in the transportation system. Voters in Santa Clara and Alameda counties recently approved passage of local half-cent sales tax extensions by overwhelming majorities, contributing approximately \$280 million annually to help fund the region’s transportation needs. In addition, California voters recently approved Proposition 42 — a \$1.2 billion annual increase for transportation statewide.

Regional Demographic and Transportation Indicators, 2025

Bay Area Totals in 2025 and Percentage Change from 1998



Bay Area Projected 25-Year Revenues



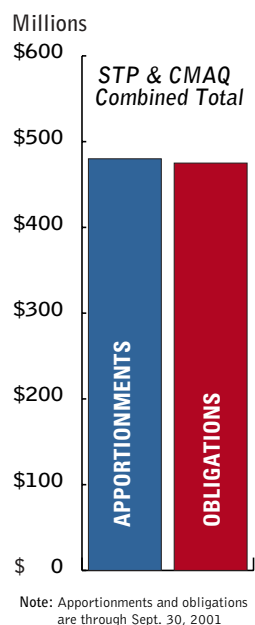
	Billions of Dollars	Percent of Total
1 Local	\$51.4	59%
2 Regional	14.5	17%
3 State	10.9	12%
4 Federal	10.6	12%
TOTAL	\$87.4	100%

TEA 21: A Proven Record of Success

Reflecting on TEA 21, it is clear that this law is doing exactly what was intended — delivering real benefits to real people, and making wise use of taxpayers' money. Project delivery is a top priority for the Bay Area and all of California. Strict state law enforces the timely use of federal dollars to ensure that projects are implemented as fast as possible for the traveling public.

Flexible Funds Spur Innovative Solutions

Project Delivery Keeps Pace With Appropriations



The flexibility of Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds has been critical to addressing the Bay Area's diverse, multimodal transportation needs. STP/CMAQ dollars have funded:

- Local street and road repair;
- Improvements to urban and commuter rail systems;
- Diesel bus engine replacement to clean the air;
- Carpool-lane construction;
- A fleet of roving tow trucks to clear congested freeways;
- Expansion of the regional bike path network;
- TransLink®, the Bay Area's regional transit fare payment "smart card."



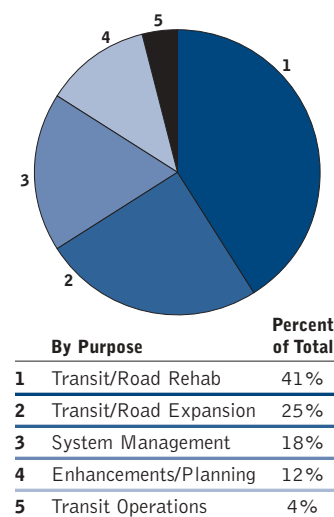
CMAQ dollars implement projects that expand travel choices.

STP and CMAQ funds also have allowed MTC to expand innovative programs that:

- Provide real-time traffic information and quick connections to major transit systems through the Bay Area's 511 traveler information service (page 41);
- Improve mobility for people moving from welfare to work, such as MTC's LIFT (Low-Income Flexible Transportation) grant program (page 43);
- Provide incentives for transit- and pedestrian-oriented development, such as MTC's Transportation for Livable Communities Program (TLC) (page 45);
- Provide incentives for housing near transit stops, such as MTC's Housing Incentive Program (HIP) (page 45).

TEA 21 STP and CMAQ Program

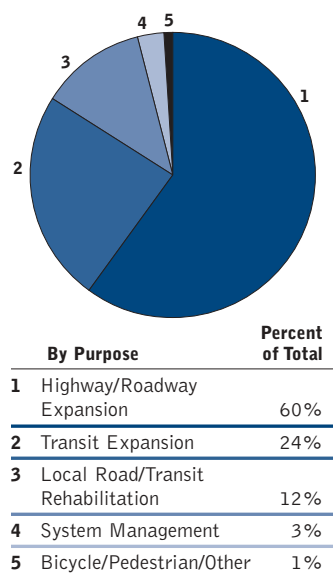
Bay Area Total = \$ 754 million



TEA 21 and State Funding: A Bigger Bang for the Buck

TEA 21 STIP Programming

Bay Area Total = \$1.3 billion*



* Includes state transportation revenues combined with TEA 21

Combining federal revenues and state funds, the State Transportation Improvement Program (STIP) is the primary source of funds for highway and transit expansion projects throughout California. STIP funding in the Bay Area in the six-year TEA 21 period is summarized in the chart at left.

Transit Helps Keep the Bay Area Moving

Bay Area public transit systems carry some 500 million riders annually. TEA 21 provides the flexibility to put federal transit money where it can do the most good — taking care of what we already have.

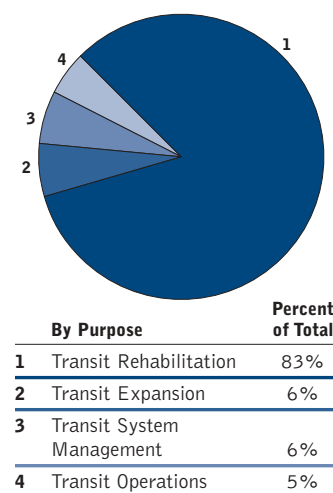


Every weekday, some 300,000 people board BART trains along the system's 95 miles of track.

MTC has committed six years of transit formula funds (roughly \$1.4 billion from the Federal Transit Administration Section 5307 and 5309 programs) to vehicle replacement and system rehabilitation. This helps keep some 400 miles of track in shape and allows more than 3,200 buses, 12 ferries and 1,000 rail cars to keep the Bay Area moving.

TEA 21 FTA Formula Funding (Section 5307 and 5309)

Bay Area Total = \$1.4 billion



Most federal funds are used to rehabilitate the existing transit and highway infrastructure, leaving little available for system expansion.

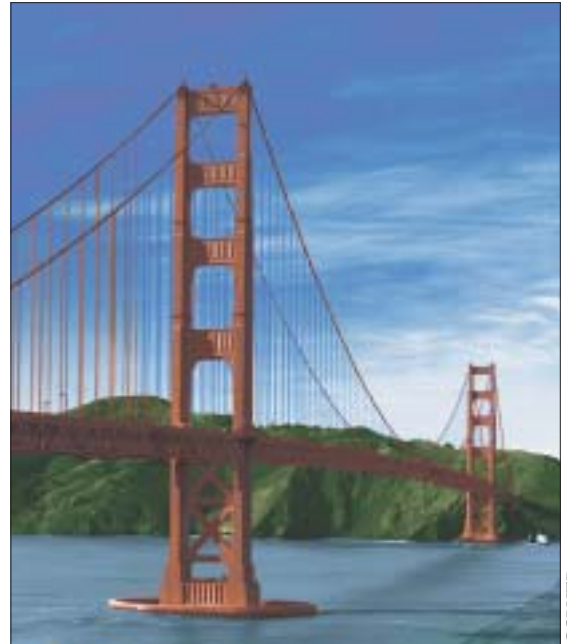
California Reaches Consensus on TEA 21 Reauthorization

Under the leadership of the state of California's office of the Secretary of Business, Transportation and Housing, transportation leaders from state, regional and local interests — both public and private — have come together to develop this set of principles. Reauthorization of TEA 21 provides an opportunity to strengthen transportation's key role in supporting national security and the global competitiveness of the California economy.

The following are California's principles in furthering that goal:

Funding

- Increase funding levels by raising annual obligation limits and spending down the unobligated balances in the Highway Trust Fund.
- Maintain the guaranteed funding levels and “firewalls” established in TEA 21 that match transportation expenditures to transportation revenues.
- Retain the Revenue Aligned Budget Authority (RABA) mechanism, but distribute the proceeds consistent with the historical split of gas tax proceeds both to the Highway and Mass Transit accounts.
- Develop a mechanism to use available Highway Trust Fund balances to dampen the large swings in funding that could result from negative RABA adjustments. There should not be a major reduction in funding levels when Highway Trust Fund balances are high, and these balances can be used to mitigate negative RABA adjustments.
- Allow for easier access in qualifying projects from approved regional transportation plans for innovative financing. This effort would include modified regulations or incentives for innovative financing arrangements, including increased capitalization of infrastructure banks, debt-financing flexibility, direct treasury financing, access to public/private joint ventures, and broader eligibility for the innovative financing programs.



Some \$26 million in RABA funds are helping to make the Golden Gate Bridge seismically safe.

Program Structure

- Continue the basic program structure instituted by ISTEA that provides state, regional and local officials the flexibility to allocate federal funds to a range of highway, transit, local road and bicycle/pedestrian improvements based on needs.
- Remove barriers to funding projects and programs that promote more efficient operation of the existing transportation system, such as deleting the three-year limit on the use of CMAQ funds and the varying local match requirements among different transportation programs.

- Concentrate any increased funding in the existing highway and transit formula and capital investment programs. Refrain from creating any new discretionary programs beyond those currently authorized by law.
- Provide for increased program capacity to support the safe and efficient movement of goods in corridors that are crucial to national economic security and vitality, and provide for the mitigation of congestion and environmental effects of such movement. Support this effort by using Highway Trust Fund dollars or other federal funding sources for programmatic increases in excess of current authorizations.

Equity

- Ensure that California receives an increased share of highway funding based on its contributions to the Highway Trust Fund and its preeminent role in the national economy.
- Oppose efforts to impose an arbitrary funding cap on the disbursement of formula or discretionary federal transit funds to any state.

Expediting Project Delivery

- Link permitting agency review and approval to environmental review processes for environmentally responsible and expeditious project delivery. Federal agencies should coordinate policy and share financial and staff resources to integrate and expedite use of authorized funds to meet local, state and national transportation and environmental priorities.
- Provide states with financial incentives such as enhanced and coordinated funding to assure the use of integrated review and planning procedures.
- Pursue a California pilot program demonstrating coordination of effort and funding between the state and federal permitting agencies and regulatory structures.



Section II

FY 2004 Budget Overview And Project Requests

Overview of FY 2004 Budget Proposal

As a prelude to reauthorization of TEA 21, the president's FY 2004 budget proposal offers a glimpse of the Administration's thinking. The proposal would reduce annual funding to the highway program by \$2.3 billion and freeze transit spending. If Congress hopes to address America's transportation infrastructure needs, it will need to fund a much larger program and pay particular attention to the following key elements of the Administration's proposal:

Highway Program

- Support the direction of the Administration to maintain the trust fund guarantees that link transportation revenues to transportation expenditures.
- Support the Administration's proposal to recapture the 2.5 cents in gasohol tax revenues for the Highway Trust Fund.
- Support the doubling of federal emergency relief funds from \$100 million to \$200 million. For many years the \$100 million amount has been inadequate.

Transit Program

- Support the funding guarantees in both the Mass Transit Account and General Fund authorized for transit. For example, the New Starts program is proposed to be funded 79 percent from the General Fund as opposed to 80 percent from the Mass Transit Account in TEA 21.
- Seek to maintain the Section 5309 bus discretionary program while supporting other elements of the Administration's proposal to simplify the transit program.

FY 2004 U.S. Department of Transportation Budget

\$ in millions

	FY 2003 Estimated	FY 2004 Administration Proposal	% Change From FY 2003
Highway Programs			
Core Highway Program	\$31,800	\$29,294	-8%
Emergency Relief Program	\$ 138	\$ 200	+45%
Regional/Local Programs			
Surface Transportation Program	\$ 6,500	\$ N/A	—
Congestion Mitigation and Air Quality Improvement Program	\$ 1,550	\$ N/A	—
Transit Programs			
Total Transit Program	\$ 7,226	\$ 7,226	0%
Formula Program	\$ 3,739	\$ 5,615	+50%
Urbanized Area Total	\$ 3,395	\$ 3,521	+4%
Fixed Guideway Modernization	In capital	\$ 1,214	—
Elderly and Disabled	\$ 91	\$ 87	-4%
Access to Jobs/Reverse Commute	see below	\$ 150	—
Rural	\$ 241	\$ 354	+47%
New Freedom Initiative	\$ 0	\$ 145	—
Major Capital Investment Program	\$ 3,080	\$ 1,515	-51%
New Starts	\$ 1,259	\$ 1,515	+20%
Fixed Guideway Modernization	\$ 1,214	In formula	—
Bus/Bus Facilities	\$ 607	\$ 0	-100%
Access to Jobs/Reverse Commute	\$ 105	In formula	—

Note: Amounts do not reflect 0.6 percent across-the-board reduction.



Federal Transit Administration Discretionary Programs

San Francisco Bay Area's Transit Expansion Program

Regional Agreements Lead to the Bay Area's Long Success in Discretionary Transit Funding

MTC Resolution 1876: The Bay Area region's first rail expansion program, adopted in 1988, was a \$4.1 billion undertaking to extend a total of five rail lines, 70 percent of which is funded with state and local resources. Two of these rail extensions were funded with federal New Starts funds authorized in ISTEA and TEA 21 — the Bay Area Rapid Transit District (BART) extension to the San Francisco International Airport (SFO), and an extension of the Santa Clara Valley Transportation Authority (VTA) Tasman light-rail line. The Tasman project was opened on December 1999, and the BART-to-SFO project is set to open in mid-2003.

MTC Resolution 3434: In December 2001, MTC adopted Resolution 3434, establishing the next generation of regional transit expansions. Following in the footsteps of its landmark predecessor, Resolution 3434 will continue the Bay Area's approach of seeking federal discretionary funds with regional consensus and local funding overmatch. Resolution 3434 identifies nine new rail extensions, only two of which are seeking federal New Starts funds — San Francisco Muni's Third Street Light-Rail Phase 2/New Central Subway and the Silicon Valley Rapid Transit Corridor.

Resolution 3434 included support for highway funding requests: At the time of the passage of Resolution 3434, the region recognized that the transit expansion program largely served central and southern areas of the region, and not the four northern Bay Area counties (Marin, Napa, Solano and Sonoma). At the same time, MTC expressed regional support for High Priority Project funding requests in TEA 21 reauthorization for the following highway projects in these four counties as part of the adoption of Resolution 3434: the Interstate 680/Interstate 80 interchange, the Jameson Canyon Road project, and the U.S. Highway 101 Marin/Sonoma Novato Narrows project.



Resolution 3434: Map of Projects



Total: \$10.5 billion (2001 \$)
Federal \$1.9 billion
Local Funds \$5.6 billion
State Funds \$1.5 billion
Regional Funds \$658 million
Shortfall \$855 million

Note: Percentages do not total 100% due to rounding.

Legend

- ACE / service upgrade
- Aertrak Capixits / service upgrade
- BART, existing
- BART / rail extension
- Caltrain / service upgrade
- Caltrain extension
- Express bus route
- AC Transit rapid bus
- Muni light rail, existing
- Muni light-rail extension
- SMART
- VTA light-rail, existing
- VTA light-rail extension

The San Francisco Bay Area's New Starts Program

FY 2004 Funding Requests

- **BART extension to San Francisco International Airport (SFO):**
\$169.9 million to reimburse BART for completed construction. This is the Bay Area's top New Starts priority and regional support for funding of remaining projects is subject to fulfilling annual amounts in BART's Full Funding Grant Agreement.
- **San Francisco Muni Third Street Light-Rail Transit Phase 2/New Central Subway:**
\$10 million for preliminary engineering
- **Silicon Valley Rapid Transit Corridor:**
\$10 million for preliminary engineering



BART-SFO Extension

The completed BART/Caltrain intermodal station in Millbrae

BART Extension to San Francisco International Airport

BART is nearing opening its long-awaited extension to San Francisco International Airport (SFO). The 8.7-mile, four-station project will bring rail rapid transit to the front door of the nation's fifth busiest airport (year 2000), and make possible regional rail travel through a convenient, cross-platform transfer with Caltrain, an 80-mile commuter rail line from San Francisco through San Jose to Gilroy, serving the Silicon Valley. The fully funded \$1.5 billion project — 50 percent of which are local funds — is scheduled to be in revenue service in mid-2003. The BART-to-SFO project is the Bay Area's top priority.



BART-SFO Extension

First BART test train arrives at the newly constructed station at San Francisco International Airport — aerial photo with completed BART station highlighted

Muni Third Street Light-Rail Transit Phase 2/New Central Subway

Authorized for funding in TEA 21, the Third Street light-rail transit project is a two-phase project that will connect the city's established civic, business, retail and cultural centers to long isolated lower-income communities in southeastern San Francisco. Once open, the light-rail line is expected to carry an estimated 92,000 passengers per day.

The project will bring improved travel time, access, reliability, passenger comfort and transit connections in the Third Street corridor and serve as the backbone for planned economic development and revitalization along the corridor.

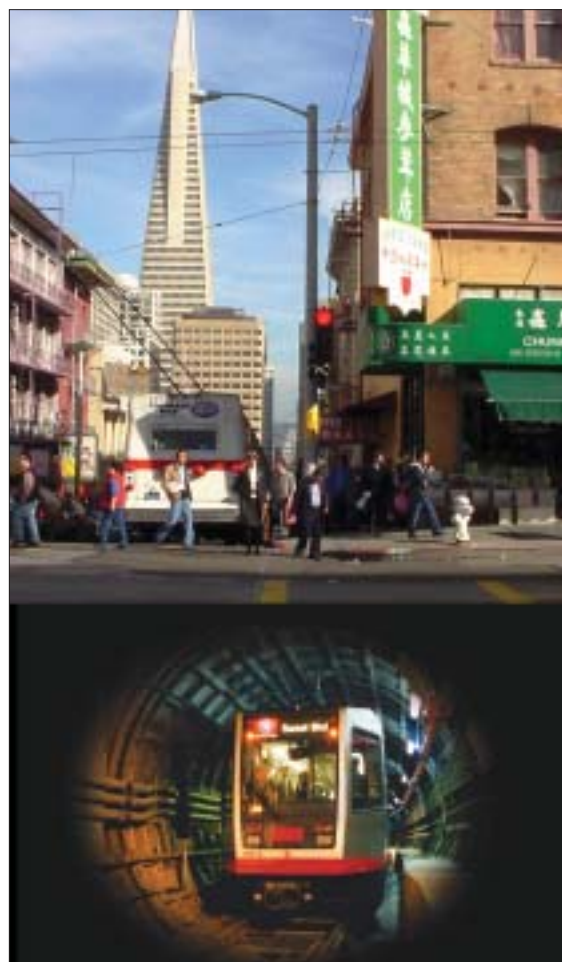
Phase 1 (initial operating segment) will extend Muni Metro light-rail service 5.4 miles south from its current terminus near the Caltrain depot and Pacific Bell Park at Fourth and King streets; 19 stops will be provided. This phase of the light-rail project is now under construction, primarily with state and local funds, and is expected to open for service in 2005.

Phase 2 (New Central Subway) will add 1.7 miles of light-rail track and take Third Street trains from Fourth and King into a subway through the South of Market area to Union Square and Chinatown. A total of four underground subway stations and one surface station will be built. Phase 2 has received approval by the Federal Transit Administration (FTA) to begin preliminary engineering and was awarded \$1.5 million in New Starts funding in FY 2003 for this work. The New Central Subway is expected to begin service in 2011.

The Third Street light-rail transit project is supported by a financial plan that includes a significant portion of state and local funding. Funding for Phase 1 includes over \$500 million in state and local funds; Phase 2 will seek \$432 million (in 2001 dollars) in federal New Starts funds to combine with \$215 million in state and local funds. New Starts funds will comprise 36 percent of overall project funding, with non-federal (state and local) funds providing most of the remaining share. Project costs in millions of 2001 dollars are as follows:

Revenue Source	Phase 1	Phase 2	Total	Percent
Local Sales Tax Funds	\$316	\$126*	\$442	37%
State Funds	\$191*	\$ 14	\$205	17%
Federal New Starts Funds	\$ 0	\$432	\$432	36%
Other Federal Funds	\$ 51	\$ 75	\$126	10%
Total	\$558	\$647	\$1,205	100%

* State/local fund swap



Proposed New Central Subway tunnel

San Francisco Muni

The San Francisco Bay Area's New Starts Program (continued)

Silicon Valley Rapid Transit Corridor

Authorized for New Starts funding in TEA 21, the BART extension to Silicon Valley represents the last link needed to complete the connection of all of the region's rail systems around San Francisco Bay.

The project will parallel Interstates 880 and 680, two of the major north-south regional corridors serving the Silicon Valley. Today, I-680 and I-880 experience severe traffic congestion and are the second and third most congested corridors in the nine-county Bay Area region.

The project consists of a 16.3-mile, seven-station extension of BART south from a future Warm Springs station in the city of Fremont in Alameda County to the Caltrain commuter rail station in the city of Santa Clara. A request to enter into preliminary engineering was approved by the FTA in the fall of 2002. Congress awarded the project \$250,000 in New Starts funding in FY 2003.

The total cost for the project in 2001 dollars is estimated at \$3.7 billion. Approximately 78 percent of this amount already has been secured from state and local sources. In 2000, Governor Davis and the California Legislature enacted the \$6.8 billion statewide Traffic Congestion Relief Program, which contributed \$614 million to the project. Also, in November 2000, the residents of Santa Clara County approved \$2.3 billion toward the project through Measure A, a half-cent sales tax for transportation purposes. New Starts funds will comprise only 22 percent of overall project funding, making the project a significant overmatch candidate. Project costs in 2001 dollars are as follows:

Revenue Source	Amount (in millions)	Percent
Local Sales Tax Funds*	\$2,260	61%
State Funds*	614	17%
Federal New Starts Funds	834	22%
Total	\$3,708	100%

* Includes a state/local fund swap



The Silicon Valley Rapid Transit Corridor project would connect BART to San Jose, Northern California's largest city.

Bus and Ferry Transit Expansion

Rapid Bus Expansion Is Integral to a Balanced Solution

The Bay Area's new regional transit expansion program includes a significant express bus and bus rapid transit element. MTC supports discretionary Section 5309 funding or funding from the High Priority Projects Program for two AC Transit enhanced bus projects: AC Transit's Oakland/San Leandro Bus Rapid Transit: Phase 1/Enhanced Bus project and AC Transit's Enhanced Bus: Hesperian/Foothill/MacArthur project.

MTC recommends retaining the discretionary Section 5309 program for Bus and Bus Facilities. The program provides a vital source of funds for vehicle purchase, including alternative fuel vehicles, and the infrastructure necessary to support successful bus service.



AC Transit

New AC Transit "rapid bus" waiting for commuters at the Transbay Terminal in downtown San Francisco

Ferryboat Discretionary Funding Should Be Increased



GGBHTD

High-speed ferry operated by Golden Gate Bridge, Highway and Transportation District

MTC joins APTA in seeking increased funding for the Ferryboat Discretionary program from \$38 million annually to \$75 million in the reauthorization of TEA 21, with an amount dedicated to the San Francisco Bay Area at a level similar to that which is currently dedicated to ferry systems in Alaska (\$10 million), Washington (\$5 million) and New Jersey (\$5 million). The Bay Area's ferry system is already the fourth largest urban commute ferry system in the country, behind New York, New Jersey and Seattle.

Ferry transit will become even more attractive as traffic congestion increases on Bay Area roads and bridges, and convenient and reliable public transit alternatives are sought. Recognizing this, the state Legislature created the San Francisco Bay Water Transit Authority (WTA), to develop a comprehensive plan to expand the Bay Area's ferry system. This legislative session, the California Legislature will consider a toll increase on the Bay Area state-owned toll bridges to fund proposed new ferry service and other transit expansion. Additional federal funds would allow the capital improvements needed to maximize waterborne transportation in the Bay Area.

Eliminate Restriction on Use of Toll Funds

MTC seeks changes in federal law to allow toll funds from all Bay Area bridges to be used for transit operations, as is the case with the Golden Gate Bridge. This change is critical to the success of pending toll increase legislation before the California Legislature.

Local Funding Overmatch

MTC recommends that Congress establish an incentive system that rewards those local jurisdictions that overmatch federal discretionary funding in the New Starts program. These incentives would improve a New Starts project's evaluation status as determined by the FTA and would allow projects direct access to an enhanced federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program.

New Starts Evaluation Process

Currently, FTA evaluates projects based on a set of specific criteria, including mobility improvements, environmental benefits, cost-effectiveness, land-use patterns and local financial commitment, among others. This proposal would elevate an overmatch project's evaluation rating and allow for faster project delivery by introducing the following criteria:

- Direct FTA to broaden its use of a single “letter of no prejudice” to permit overmatched projects to expend local funds as match prior to the execution of a Full Funding Grant Agreement (FFGA) for all stages of the project, including final design and construction.
- Reward project sponsors and create an incentive for more local New Starts funding by basing the cost-effectiveness calculation on the federal portion of the capital cost of the project. This proposal would allow project sponsors to “buy down” their cost-effectiveness rating by proposing higher levels of local funding.

Earning Financial Advantage

Currently, federal rules provide no specific economic incentives for overmatch projects despite the fact that these projects can increase the leveraging power of limited federal funds. Under this proposal, highly overmatched New Starts projects would be granted specific eligibility for valuable federal incentives through an enhanced TIFIA program designed specifically for the New Starts program. These features would include:

- **TIFIA Loans:** TIFIA direct loans or loan guarantees for overmatch New Starts projects for construction delays, interruptions to FFGA payments, or temporary delays to state or local funding. Loans would be limited to 20 percent of the total project costs.
- **TIFIA Liquidity:** An expanded TIFIA letter-of-credit guarantee program to provide liquidity for the life of a variable rate financing program for an overmatch New Starts project. This would expand the menu of financing options available to overmatched projects.

The TIFIA components would be available as part of the project funding and contract process executed in the Full Funding Grant Agreement. Interest rates would be set at the current treasury rates, making the process revenue neutral for the federal government.

Summary Table

	Federal	Local	Project Expediting	TIFIA Loan	TIFIA Liquidity	Additional Financial Capacity Generated*
Super Matched	30%	70%	Yes	Yes	Yes	\$80 million
Highly Matched	40%	60%	Yes	Yes	—	\$54 million
Over Matched	50%	50%	Yes	—	—	

* Additional financial capacity generated on a \$1 billion project

Proposed New Starts Authorization Language

MTC and its transit partners also seek the following project-specific authorization language for the Bay Area's New Starts program:

Multiyear Funding Program for the San Francisco Bay Area Rail Extension Program; a program that recognizes regional consensus pursuant to Resolution 3434 of the Metropolitan Transportation Commission and an 80 percent local/ 20 percent federal funding overmatch.

(a) Existing Contractual Commitments

(1) Full Funding Grant Agreements — The BART extension to San Francisco International Airport has a Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA).

(2) Additional Amounts — In addition to the amounts authorized in, and consistent with the other requirements and allowances of Section 3032 of the Federal Transit Act Amendments of 1991 and Section 3030 of the Transportation Equity Act for the 21st Century of 1998, this section shall provide additional funding in the amount necessary to meet the Full Funding Grant Agreement commitments from the Federal Transit Administration to the San Francisco Bay Area Rail Extension Program for the BART extension to San Francisco International Airport.

(b) Additional Contractual Commitments

(1) Preliminary Engineering —

(A) To San Francisco Muni. Funds shall be made available as necessary to San Francisco Muni to conduct and complete preliminary engineering on Phase 2 of the Third Street Light-Rail Transit Project. This project is the second phase of a single project of which the first phase was fully funded without federal New Starts funds. The federal New Starts share of this two-phased project shall not be greater than 50 percent.

(B) To the Santa Clara Valley Transportation Authority. Funds shall be made available as necessary to conduct and complete preliminary engineering on the locally preferred alternative to the Santa Clara Valley Transportation Authority for the Silicon Valley Rapid Transit Corridor project. The federal New Starts share of this project shall not be greater than 50 percent.

(2) Full Funding Grant Agreements —

(A) To San Francisco Muni. Subsequent to the completion of preliminary engineering, the Secretary shall negotiate and execute a Full Funding Grant Agreement with San Francisco Muni for the Third Street Light-Rail Transit Project. This project is the second phase of a single project of which the first phase was fully funded without New Starts funds. The federal New Starts share of this project shall not be greater than 50 percent.

(B) To the Santa Clara Valley Transportation Authority. Subsequent to the completion of preliminary engineering, the Secretary shall negotiate and execute a Full Funding Grant Agreement with the Santa Clara Valley Transportation Authority for the Silicon Valley Rapid Transit Corridor project. The federal New Starts share of this project shall not be greater than 50 percent.

(c) The projects identified in paragraph (1) and (2) shall be entitled to Full Funding Grant Agreements that go beyond the current authorization if necessary, and to use the surplus in the Mass Transit Account of the Highway Trust Fund to support a multiyear funding commitment that fully funds both projects.

(d) Nothing in this section shall be construed as precluding other federal funds from being committed to the projects.

Resolution 3434: Regional Transit Expansion Program — Funding Strategy

(Project Cost/Funding in Millions of 2001 Dollars)

								BLUEPRINT FUNDS	
Project	Sponsor	Project Cost	COMMITTED FUNDING					Shortfall	Prop. 42 RTIP
			TCRP	Sales Tax	Resolution 1876	RTIP/STP/CMAQ	Other		
BART to Warm Springs ¹	BART	\$ 634	\$ 111	\$ 193	\$205	\$ 25	\$ 12	—	
BART: Warm Springs to San Jose ²	VTA	3,710	614	2,262				—	
Muni Third Street Light-Rail Transit Project: Phase 2 — New Central Subway	SFCTA/Muni	647	140			75		—	
BART/Oakland Airport Connector ³	BART	232		75		44	37	—	
Caltrain Downtown Extension/Rebuilt Transbay Terminal ⁴	SFCTA	1,885		27		23	1,573	—	
Caltrain Rapid Rail/ Electrification ⁵	JPB	602		345		47	95	—	
Caltrain Express: Phase 1	JPB	127	127					—	
Downtown to East Valley Light-Rail and Bus Rapid Transit: Phases 1 and 2 ⁶	VTA	518		518				—	
Capitol Corridor: Phase 1 Expansion ⁷	CCJPA	129	10			3	18	—	
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	AC Transit	151		23		17		—	
Regional Express Bus: Phase 1	MTC	40	40					—	
Dumbarton Rail	JPB	129		117				—	✓
BART/East Contra Costa Rail Extension ⁸	CCTA/BART	345		59		20		\$ 99	✓
BART/Tri-Valley Rail Extension ⁹	ACCMA/BART	345		10		16	47	145	✓
Altamont Commuter Express (ACE): Service Expansion	ACE	121		32				74	✓
Caltrain Express: Phase 2	JPB	330		140				190	✓
Capitol Corridor: Phase 2 Enhancements ⁷	CCJPA	284	18			18		149	✓
Sonoma-Marin Rail ¹⁰	SMART	200	37				28	135	✓
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur Corridors	AC Transit	90						63	✓
TOTAL		\$10,519	\$1,097	\$3,801	\$205	\$288	\$1,810	\$855	

REGIONAL DISCRETIONARY FUNDING						Shortfall	Prop. 42 RTIP	Sales Tax
Section 5309 New Starts	RM-1 Rail	ITIP	Section 5309 Bus	AB 1171	CARB/ AB 434			
	\$ 8	\$ 80				—		
\$ 834						—		
432						—		
	31	45				—		
	53	59		\$150		—		
		65			\$50	—		
						—		
						—		
		98				—		
			\$ 111			—		
						—		
		12				—		✓
	52			115		\$ 99	✓	✓
	32			95		145	✓	
		15				74	✓	
						190	✓	✓
		99				149	✓	✓
						135	✓	✓
			27			63	✓	
\$1,266	\$176	\$473	\$138	\$360	\$50	\$855		

Notes:

- 1:** 'Other' funding includes \$12 million in BART funds. Resolution 1876 includes \$60 million in RM-1 payback and \$145 million in San Mateo buy-in.
- 2:** Assumes swap of \$111 million in TCRP funds from BART to San Jose to the Warm Springs project. Sales tax includes adjustment to 2001 dollars, \$50 million from Measure B commuter rail, and \$118 million in Measure A contingency. Budget assumes \$35 million in TCRP and \$12 million in RABA funds washed to the county for off-budget right-of-way costs.
- 3:** 'Other' funding includes \$25 million in Port of Oakland and \$12 million in city of Oakland funds.
- 4:** 'Other' refers to \$1.2 billion land sales and tax increment financing equivalent to provisions of AB 1419 (split \$1,036 million for the Transbay Terminal (TBT) and \$164 million for the Downtown Extension project), \$311 million in net operating revenues from the TBT, and \$62 million in Bay Area Toll Authority (BATA) bridge toll subsidy. Sales tax is San Mateo Measure A. STP/CMAQ/RTIP funding is San Francisco share.
- 5:** 'Other' refers to \$20 million in salvage value from sale of diesel engines and \$75 million in Section 5309 funds for the replacement of 30 existing diesel trains with electric train units. Sales tax is \$108 million in San Mateo Measure A and \$237 million in Santa Clara Measure A funds. \$47 million in STP/CMAQ/RTIP funding is San Francisco's share. Final sales tax and STP/CMAQ/RTIP funding will be as provided by the Joint Powers Agreement, as it currently exists or as it may be amended.

- 6:** Measure A sales tax adjusted to 2001 dollars
- 7:** Capitol Corridor service expansion will result in 16 daily round trips between Oakland and Sacramento/San Jose (includes Alviso second track). Intercity Rail ITIP funds are assumed for Phase 1 track improvements and additional service enhancements in Phase 2.
- 8:** The total cost includes funding for a right-of-way element of this project with a cost of \$95 million — comprised of \$33 million in sales tax, \$20 million in STP/CMAQ/RTIP, and \$42 million in RM-1 Rail.
- 9:** The total cost includes funding for a right-of-way element of this project with a cost of \$80 million — comprised of \$10 million in sales tax, \$16 million in STP/CMAQ/RTIP, \$47 million in Livermore Impact Fees, and \$7 million in RM-1 Rail.
- 10:** 'Other' funds include \$28 million in Proposition 116 funding.

Sponsors:

- AC Transit Alameda-Contra Costa Transit District
- ACCMA Alameda County Congestion Management Agency
- ACE Altamont Commuter Express (rail service)
- BART Bay Area Rapid Transit District
- CCJPA Capitol Corridor Joint Powers Authority
- CCTA Contra Costa Transportation Authority
- JPB Joint Powers Board (Caltrain)
- MTC Metropolitan Transportation Commission
- Muni San Francisco Municipal Railway
- SFCTA San Francisco County Transportation Authority
- SMART Sonoma-Marin Area Rail Transit
- VTA Santa Clara Valley Transportation Authority

Funding programs:

- AB 434 Regional air quality funds (regional)
- AB 1171 Toll bridge seismic surcharge funds (regional)
- CARB California Air Resources Board clean fuel funds (state)
- CMAQ Congestion Mitigation and Air Quality Improvement Program (federal)
- ITIP Interregional Transportation Improvement Program (state)
- Prop. 42 Transportation revenue ballot measure, March 2002 (state)
- RABA Revenue Aligned Budget Authority (federal)
- RM-1 Regional Measure 1 toll bridge funds (regional)
- RTIP Regional Transportation Improvement Program (state)
- Sales Tax New or renewed county sales taxes (local)
- Section 5309 Discretionary transit New Starts and bus funds (federal)
- STP Surface Transportation Program (federal)
- TCRP Traffic Congestion Relief Program (state)

Bus and Bus Facilities Program

FTA Section 5309

Over 3,200 fixed-route buses and paratransit vans are in service each day in the San Francisco Bay Area — a metropolitan region that comprises over 6.5 million people who reside in nine counties and 102 cities, in an area of over 7,000 square miles.

Sponsor	Project	Amount
AC Transit	Oakland/San Leandro bus rapid transit	\$6,000,000

In keeping with the policy set forth in MTC Resolution 3434, MTC seeks multiyear authorizing language in the amount of \$6 million annually to purchase vehicles for AC Transit's Oakland/San Leandro Bus Rapid Transit project, the region's first priority for Section 5309 Discretionary Transit Funds (page 23).

Sponsor	Project	Amount
Central Contra Costa Transit District	Purchase vehicles for paratransit service	\$1,000,000

The County Connection requests funds to purchase additional vehicles to meet growing ADA/paratransit service demand.

Sponsor	Project	Amount
Eastern Contra Costa Transit Authority	Park-and-ride lots	\$2,500,000

Tri Delta requests funds to provide two park-and-ride lots in the State Route 4 and Vasco Road corridors to facilitate express bus and vanpool services and connect passengers to BART and ACE trains.

Sponsor	Project	Amount
Livermore/Amador Valley Transit Authority	Construct satellite vehicle parking and administrative facility	\$2,000,000

LAVTA requests funds to construct an additional parking facility in order to accommodate its rapid growth and more efficiently deploy its vehicles.

Sponsor	Project	Amount
Napa County Transportation Planning Agency	Downtown transit center	\$2,000,000

NCTPA requests funds to construct a mixed-use downtown transit center and parking structure in the central business district.

Sponsor	Project	Amount
San Francisco Municipal Railway	Transit preferential street program	\$2,000,000

San Francisco Muni requests funds to expedite and expand its transit preferential street program, which is aimed at enhancing the operating efficiency and effectiveness of the system.

Sponsor	Project	Amount
San Francisco Municipal Railway	Security technology improvements	\$4,000,000

San Francisco Muni requests funds to improve security throughout its facilities through the use of cameras, motion-detecting lights, sirens and mechanisms to control access.

Sponsor	Project	Amount
Santa Clara Valley Transportation Authority	Cerone bus maintenance and operations facility	\$4,000,000

Santa Clara Valley Transportation Authority (VTA) requests funds to assist in the design of a new bus maintenance and operations facility located at the State Route 237/Zanker Road interchange in north San Jose. The current facility, built in 1979, does not meet current standards and lacks the capacity to accommodate both current and planned bus purchases.

Sponsor	Project	Amount
Solano Transportation Authority	Capitol Corridor Vacaville/Fairfield bus/train station	\$2,500,000

Solano Transportation Authority requests funds to develop a train station that would integrate bus and train service, while providing enhanced bicycle and pedestrian access for the Vacaville and Fairfield communities.

Sponsor	Project	Amount
Vallejo Transit	Intermodal transit terminal	\$4,000,000

Vallejo Transit is requesting funds to assist in the construction of an intermodal facility in downtown Vallejo. The station will support the Baylink ferry system and regional express bus network.

Clean Fuel Buses

Assist Bay Area transit operators in the purchase of low-emission buses and related equipment, construction of alternative-fuel fueling facilities, and modification of facilities to meet air quality requirements and regulations adopted by the California Air Resources Board.

Sponsor	Project	Amount
San Francisco Municipal Railway	Clean fuels bus purchase	\$4,000,000

San Francisco Muni requests funds to assist with the purchase of vehicles to meet air quality requirements imposed by the California Air Resources Board.

Sponsor	Project	Amount
SamTrans	Zero emission buses and support facilities	\$ 4,000,000
Santa Clara VTA	Zero emission buses and support facilities	\$ 4,000,000

Santa Clara Valley Transportation Authority (VTA) and the San Mateo County Transit District (SamTrans), working in partnership, request \$8 million in funds to launch a fuel cell demonstration program. VTA and SamTrans will be one of two partnerships that include four public transit properties in the Bay Area to demonstrate this technology under regulations recently adopted by the California Air Resources Board.

Sponsor	Project	Amount
Sonoma County Transit	Purchase six compressed natural gas (CNG) vehicles	\$1,600,000

Sonoma County Transit requests funds for the purchase of six CNG transit coaches to replace six 1986 diesel buses. With this purchase, approximately 96 percent of Sonoma County Transit's fixed route fleet will be powered by natural gas.

Access to Jobs and Reverse Commute Program

TEA 21 Section 3037

By creating the federal Access to Jobs and Reverse Commute Program, TEA 21 provided a funding program to address the transportation-related mandates included in the 1996 federal welfare reform legislation. Since the passage of this legislation, MTC has adopted a regional welfare-to-work transportation plan based on those developed by individual counties. The regional plan identifies transportation barriers welfare recipients face in transitioning from welfare to work, and recommends projects that will reduce or eliminate these barriers.

Sponsor	Project	Amount
AC Transit	Increased bus service in Hayward, Oakland and Contra Costa County	\$4,000,000

This service would connect welfare recipients living in neighborhoods in Hayward, Oakland and Contra Costa County with employment centers throughout the Bay Area.

Sponsor	Project	Amount
MTC	Low-Income Flexible Transportation Program (LIFT)	\$2,000,000

The Metropolitan Transportation Commission is seeking funds to continue to implement innovative transportation projects to benefit CalWORKS clients and other transit-dependent individuals — especially those with children — who reside in the Bay Area's most disadvantaged communities, such as East Palo Alto, Richmond, Vallejo, Santa Rosa and East Oakland. These funds would be matched 50 percent by contributions from human service agencies and other local fund sources.

Sponsor	Project	Amount
Santa Clara Valley Transportation Authority (Outreach and Escort, Inc.)	"Guaranteed ride home" program	\$650,000

The "guaranteed ride home" program provides a safety net for those using transit to transition to the workforce.

National Research and Technology

Sponsor	Project	Amount
San Francisco Municipal Railway	Alternative fuels new technology consortium	\$2,000,000

San Francisco Muni requests funds to assist in the development of battery-powered electric buses through a public-private partnership.



Federal Highway Administration Discretionary Programs

Federal Highway Administration

Discretionary Programs

TEA 21 created 12 special discretionary programs within the Federal Highway Administration (FHWA), each with its own eligibility and selection criteria. Bay Area project sponsors, in partnership with MTC, are seeking funding from the following FHWA discretionary programs:

- Bridge Discretionary
- Intelligent Transportation Systems
- Public Lands Highways
- Transportation and Community and System Preservation Pilot Program

Bridge Discretionary

TEA 21 Section 1109(b).

Replacement, rehabilitation or seismic retrofit of major bridges

Sponsor	Project	Amount
Golden Gate Bridge, Highway and Transportation District	Golden Gate Bridge seismic retrofit	\$25,000,000

The Golden Gate Bridge is a world-renowned engineering masterpiece, a major 20th century American achievement, and a symbol of the state of California to millions across the country and the world.

Casting a shadow on this symbol, however, is its vulnerability to earthquakes. To make the bridge seismically safe, a retrofit program costing approximately \$388 million — a bargain compared to an estimated \$2.1 billion to build a new structure — is now under way. This project includes strengthening and tuning the structure to withstand an 8.3 magnitude earthquake — a maximum credible event. Retrofit measures will be applied to the concrete piers, the towers and to the approach structures. Discretionary federal investment in project construction currently totals \$83 million. State funds in the amount of \$50 million as well as \$71 million in local toll funds have been committed to the project to date. In 2000, MTC committed \$26 million of flexible TEA 21 funds generated by the Revenue Aligned Budget Authority dividend to this project.

Golden Gate Bridge, Highway and Transportation District Web site: www.goldengate.org



Golden Gate Bridge

Intelligent Transportation Systems

TEA 21 Section 5208

Projects to accelerate the integration and interoperability of intelligent transportation systems (ITS) across jurisdictional and modal boundaries, in metropolitan and rural areas

The ITS program provides for the research, development and operational testing of technologies aimed at solving congestion and safety problems, improving operating efficiencies in transit and commercial vehicles, and reducing the environmental impact of growing travel demand.

Sponsor	Project	Amount
AC Transit	Smart transit corridor	\$ 2,000,000

AC Transit requests funds to improve customer information and the operation of bus service in congested corridors via technology that provides real-time bus information.

Sponsor	Project	Amount
Alameda County Congestion Management Agency (ACCMA)	Enhanced incident and emergency management system	\$1,000,000

ACCMA, working in partnership with Contra Costa County Transportation Authority and 23 other agencies, requests funds to support an incident management system along the I-880 and San Pablo (I-80) corridors in Alameda and Contra Costa counties, utilizing ITS technologies for improved incident response.

Sponsor	Project	Amount
Caltrain	Train tracking information system	\$ 1,500,000

Caltrain requests funds to develop a global positioning satellite train tracking system to provide real-time train location and arrival information.

Sponsor	Project	Amount
City of Oakland	Integrated transportation management system	\$2,500,000

Building on an existing signal timing project, the installation of a traffic management system would permit the control of 500 additional traffic signals with two-way communications that would continually adjust signal timing at intersections throughout Oakland.

Sponsor	Project	Amount
Livermore/Amador Valley Transit Authority	Automatic vehicle locator (AVL) system	\$4,000,000

LAVTA requests funds for Phase II of its automatic vehicle locator (AVL) system, which includes real-time arrival/departure signs in more locations for its fixed-route service as well as improvements to paratransit service via on-board trip-planning capabilities.

Sponsor	Project	Amount
MTC	TransLink® universal transit fare payment “smart card”	\$15,000,000

MTC requests funds to assist in Phase II deployment of TransLink® among all Bay Area transit operators. Phase II includes integration of TransLink® with existing fare payment equipment.

Sponsor	Project	Amount
San Francisco Municipal Railway	Radio replacement program	\$2,000,000

San Francisco Muni currently operates its services with an antiquated radio communications system that was manufactured in the 1970s. Muni requests funds to develop a new integrated radio and wireless data communication system.

Public Lands Highways

TEA 21 Section 1101(a)(8)(B)

Any transportation project eligible for federal highway assistance that is within, adjacent to, or provides access to federal public land areas

Sponsor	Project	Amount
Marin County	Access improvements to Golden Gate National Recreation Area	\$2,000,000

This funding will enable construction of a multimodal transfer and parking facility at the Manzanita interchange (State Route 1 and U.S. 101) and development of a shuttle bus system serving visitors to Golden Gate National Recreation Area (GGNRA) sites along the State Route 1 corridor in Marin County.

Sponsor	Project	Amount
Presidio Trust	Presidio Trails and Bikeways Master Plan	\$3,000,000

The Presidio Trust, in cooperation with the National Park Service, seeks funds to assist in the development of a comprehensive system of trails and bikeways throughout the Presidio, designed and constructed for safe bicycle and pedestrian access for park visitors, residents and employees. The improvements will include trail and bikeway construction, signage and interpretation, ADA access improvements, and roadway crossing safety improvements.

Sponsor	Project	Amount
City and County of San Francisco	Doyle Drive replacement environmental assessment	\$3,000,000

Traversing Presidio National Park, Doyle Drive is the primary route from San Francisco to the Golden Gate Bridge and the northern counties of Marin and Sonoma. This funding will enable completion of detailed engineering for construction of this roadway, which will facilitate direct transit service into the Presidio. The funding would complement \$45 million in local and state commitments to this phase of the project.

Transportation and Community and System Preservation Pilot Program

TEA 21 Section 1221

Provides funding to state and local governments to develop innovative strategies that use transportation resources to build livable communities

Sponsor	Project	Amount
Marin County	Marin County State Route 1 Coyote Creek Bridge replacement	\$ 2,000,000

A joint Marin County/National Park Service effort to develop a comprehensive transportation plan for public lands along State Route 1 has led to the conclusion that Coyote Creek Bridge should be replaced. The new bridge will give pedestrians, equestrians and bicyclists access to an existing trail beneath the bridge, and provide increased lane capacity on the bridge itself to accommodate heavy traffic along State Route 1.

Sponsor	Project	Amount
MTC	Regional expansion of car-sharing pilot program	\$ 2,000,000

Car-sharing is a practical, effective way to improve mobility, reduce traffic and congestion, and shape regional growth patterns. MTC seeks funds to support the second phase of City Carshare's pilot program, enabling expansion to cities and transit stops throughout the Bay Area. The funds would be used for a variety of activities, ranging from leasing new vehicles to operating expenses and marketing.

Sponsor	Project	Amount
MTC	Transit-oriented development project serving seniors and people with disabilities	\$2,500,000

On behalf of the Ed Roberts Campus, a nonprofit formed by nine prominent disability organizations, MTC requests funds to help build a multipurpose, fully accessible facility on the parking lot of the Ashby BART station in Berkeley. The 80,000 square foot building will house all nine organizations, which provide a wide array of services for youth and families, as well as a library, a childcare center and a fitness center.



Section III

Delivering Services and Connecting Communities

Freeway Service Patrol Beats and SAFE Call Box Coverage



Delivering Services and Connecting Communities

MTC and its transportation partners provide a number of programs targeted at reducing congestion, improving traveler information and increasing access for all Bay Area travelers. MTC also works with local jurisdictions to better maintain local streets and roads as well as assist with projects that smooth the flow of traffic. The following provides an update on these operational and community-based programs.

Targeting Congestion

Freeway Service Patrol

The Bay Area Freeway Service Patrol (FSP) is a special fleet of 74 trucks that continuously patrol more than 400 miles of the Bay Area's most congested freeways. More than 116,000 assists were provided in 2001. The tow trucks are financed with federal, state and local moneys. Local funds come from the MTC Service Authority for Freeways and Expressways (SAFE), which is financed by a \$1 annual vehicle registration fee in participating counties.



George Draper

The Public Speaks

Motorists regularly praise the FSP program, as evidenced by this small sampling of recent comments:

"There are not enough superlatives in the dictionary to describe the FSP. I had been totally unaware of its existence until I suddenly found myself on the freeway shoulder laboriously struggling to change a tire. ... I thought it was just a fluke that a tow truck stopped to see if he could do anything. As I began to learn more about the FSP, I became increasingly astonished that the state of California provides such a worthy and well-needed service."

— (10/1/02, via e-mail)

"I had a flat tire this morning on 680. I had the benefit of using your service. I think this concept is fabulous. The driver was very professional and helpful. What a great idea! Thanks!"

— (10/11/02, via voicemail)

"I was driving my granddaughter to school in Oakland on Highway 580 westbound when my front tire blew out. We pulled over and walked back to a call box and, within one minute of my call, a Freeway Service Patrol truck arrived. The driver was courteous and efficient and stated that there was no charge for his service. I have never been so happy to know that my tax dollars are going toward such a wonderful service."

— (10/24/02, via U.S. mail)

Call Box Network

The call box program provides assistance to motorists in trouble, allowing them to report a road hazard, a flat tire or a mechanical breakdown. In partnership with the California Highway Patrol (CHP) and Caltrans, MTC operates over 3,500 call boxes on more than 1,100 miles of urban, suburban and rural highways and expressways in the nine counties. The boom in personal cell phone use, however, has led to a steep drop in calls made from the region's call boxes in recent years. In 2002, some 81,000 calls were received, down from 120,000 annual calls a decade earlier. In response to this decline, MTC plans to remove up to one-third of the boxes over the next five years. Funds saved will instead be used to upgrade the 10-year-old system, to improve access for disabled motorists and to expand other traffic safety programs.



George Draper

Public Participation

MTC places a very high priority on an effective and thorough public involvement process that reflects the diversity of the Bay Area. In 2001, MTC concluded a yearlong reevaluation of public outreach and involvement activities that touched on nearly every facet of the agency. This effort culminated in the most extensive public outreach effort in MTC history as the 2001 Regional Transportation Plan was developed.

Work is now under way for an extensive outreach and involvement process to inform the upcoming debate on the 2005 update to MTC's long-range transportation plan, which will seek consensus on a range of topics, including:

- Integrating “smart growth” principles;
- How best to spend new revenues available under the voter-approved Proposition 42 (March 2002 ballot), as well as the consequences of the governor's proposed suspension of Proposition 42;
- Extending local transportation sales tax measures expected to appear on the ballot over the next two years in San Francisco, Contra Costa, Marin, San Mateo and Solano counties, as well as a new Sonoma-Marín Area Rail Transit sales tax proposal; and
- Options for spending new revenue that might be raised under a regional fuel tax proposal or under legislation expected in 2003 for a toll increase on state-owned bridges in the Bay Area.



Christopher Springmann

Advisory Committees

For over 25 years, MTC has been a leader in seeking the views of citizen advisory committees. In 2002, MTC reviewed the structure and respective missions of its advisory groups, and made some changes designed to promote greater dialog and interchange. A major recruitment is now underway to fill a number of newly created or vacant positions.

Bay Area Partnership

The Bay Area Partnership Board consists of the top managers from the public agencies responsible for moving people and goods in the San Francisco Bay Area, as well as for protecting the region's environment. Since its inception in January 1992, the Partnership has functioned as an institution without walls, thriving on mutual interest and cooperation. (See roster on page 66.)

Improving Traveler Access and Information

Bay Area Traveler Information as Easy as 5-1-1

In December 2002 MTC launched a voice-activated traveler information service to provide up-to-the-minute, on-demand information for drivers, transit riders, carpoolers and bicyclists throughout the Bay Area. Callers can use the easy-to-remember, toll-free 511 number to get the most current reports on road conditions and traffic incidents for the routes they travel, as well as fare and schedule information from over two dozen Bay Area transit operators, 20 operators of paratransit services for elderly or disabled riders, and nine transit agencies in counties adjacent to the Bay Area. Information also is available online at www.511.org.

The Bay Area is the largest metropolitan area in the country, and the first in California, to activate 511. The Bay Area 511 system was developed through a partnership between MTC, Caltrans, the CHP, dozens of transit and paratransit operators, and RIDES for Bay Area Commuters Inc. — which supplies carpooling, vanpooling, bicycling and other commute option information, including information about transportation to airports.

Much of the 511 system's traffic information is derived from CHP reports, allowing 511 to tell drivers about an incident almost immediately.



Caltrans' Transportation Management Center in Oakland, is "command central" for 511.

TakeTransitSM

MTC also sponsors another valuable information service for Bay Area commuters — instant, online transit trip planning. Dubbed TakeTransitSM, the Web-based service generates personalized itineraries for getting around the Bay Area by bus, train and ferry. With only half of the region's agencies in the database, TakeTransitSM supported its first 1 million requests in less than 12 months, and a second million in another six months. TakeTransitSM is being expanded to cover all Bay Area transit operators and will migrate to the 511.org Web site from its current site in mid-2003.

Regional Ridesharing

MTC promotes and facilitates carpooling as a commute alternative. Through a contract with MTC, RIDES for Bay Area Commuters uses an automated ridematching system to produce matchlists and assist commuters in forming carpools and vanpools. Later this year, the service will be provided directly to commuters over the Internet. Although RIDES surveys show that driving alone continues to be the dominant form of commute transportation in the Bay Area — with 69 percent of commuters driving to work by themselves — carpooling is the next most commonly used mode, with 17 percent of commuters choosing to share a ride.

TransLink®

Some 4,000 TransLink® universal transit fare cards are now being used on Bay Area transit systems. A cornerstone of MTC's efforts to stitch together the region's nearly two dozen transit systems into a seamless, passenger-friendly network, the pioneering TransLink® initiative established a number of "firsts" for the U.S. transit industry, including the first advanced microprocessor "smart card" that can be used on multiple transit services. The distinctive green TransLink® cards:

- Achieve the goal of transit coordination;
- Increase customer convenience;
- Eliminate passengers' need for exact change or multiple transit passes;
- Automatically grant transfers and discounts;
- Improve service planning, marketing and financial accounting;
- Allow faster boarding; and
- Reduce cash handling.

MTC's six-month test of the TransLink® system in 2002 proved very successful and all six operators in the pilot program — AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and Santa Clara County's Valley Transportation Authority — have agreed to continue accepting TransLink® cards. On the Golden Gate Ferry system, where TransLink® equipment already has been installed in each terminal, TransLink® cardholders now account for 10 percent of all riders. Each of the agencies' boards is expected to vote this summer on full rollout of the TransLink® system throughout their route and station networks. Smaller transit operators are expected to join the TransLink® system in the coming months as well.

An independent evaluation of the TransLink® demonstration shows that:

- Cardholders' biggest complaint by far is that TransLink® is not yet available on every route and in every station;
- Nine out of 10 cardholders are satisfied with TransLink®;
- 34 of 35 focus group cardholders recommend statewide implementation;
- One-third of cards are used for inter-operator trips; and
- Passengers and transit agencies alike found the accounting to be accurate, with 99.9 percent of all transactions settled automatically.



Scott Buschman

Jennifer Dorn, head of the Federal Transit Administration, touts TransLink® in a recent Bay Area visit.



Increasing Access to Transportation Options

Welfare-to-Work and Transportation

In 2001, MTC adopted a Regional Welfare-to-Work Plan based on the recommendations of a series of county transportation plans focusing on barriers faced by low-income people transitioning from public assistance to employment. While the plan's focus was on transportation concerns generated by welfare-reform legislation, the resulting strategies are relevant to the transportation needs of low-income people generally. Examples of strategies emerging from MTC's plan include improvements in public transit services, rideshare activities and non-transit options, such as low-interest car loans or car-sharing programs.

LIFT Program Expands Low-Income Residents' Transportation Options

MTC created its LIFT (Low-Income Flexible Transportation) program in 2000 to fund transportation projects in countywide and regional welfare-to-work plans. To date, 26 projects have been funded by leveraging a combination of federal, state and local transportation and social services funds. MTC is advocating for a \$2 million federal Job Access and Reverse Commute (JARC) program earmark in 2003–04.

Lifeline Transportation Network and Community Transportation Plans

The Commission also has conducted a comprehensive assessment of the region's public transit system that identifies a Lifeline Transportation Network and the gaps in that network affecting low-income communities. Working in partnership with county congestion management agencies, MTC is providing financial support for community transportation plans in low-income communities in the region. These plans will be used to validate and modify, if necessary, the results of the Lifeline analysis, as well as identify the most effective solutions for filling any gaps. A key unresolved issue is the service cuts now being considered by many Bay Area transit operators due to the ongoing economic downturn, as well as the recent and proposed cuts to State Transit Assistance. The impact of the anticipated service cuts on low-income and transit-dependent communities will need to be considered by operators and the Bay Area transportation community as a whole as the region responds to dramatically reduced transportation revenues.

Transportation Affordability and Student Bus Pass Pilot Program

Another offshoot of MTC's Regional Welfare-to-Work Plan is a project to collaborate with transportation providers, social services agencies, schools, employers and other organizations to identify and address barriers associated with the costs of transportation for low-income persons.

In one such initiative, MTC is supporting a pilot program to evaluate the impact of free transit passes on low-income students' attendance at school and after-school activities. The program includes two components: implementation and evaluation of a two-year demonstration project in a portion of the AC Transit service area, and evaluation of reduced-fare programs already adopted by other transit agencies in the Bay Area and elsewhere.

Older Adults Transportation Study

In an attempt to identify ways to maintain and improve travel options for older adults in the Bay Area, MTC conducted an Older Adults Transportation Study. Anticipating the rapid growth of the senior population, this effort identifies the barriers that limit mobility of senior citizens, especially obstacles that prevent older adults from taking full advantage of public transportation and other alternatives to driving. Further, it recommends actions to address barriers that can be taken by all types of organizations, including cities, counties, transit agencies, community organizations, state and federal agencies, and private citizens.

Improving Safety and Maintenance of Local Streets And Roads

Pavement Management System

MTC's Pavement Management System (PMS) provides computer software and technical assistance to help cities and counties extend the life of pavement and thus stretch local budgets further. Today, MTC's PMS program is used by 103 cities and counties in the Bay Area. The program also is used outside the region in Southern California and in 11 states and one province beyond California's borders.

This program has been essential in identifying the extent of local street maintenance needs and the shortfalls in funding to address them. While MTC's most recent *Regional Transportation Plan* (RTP) dedicates 14 percent of available revenues over the next 25 years to operation and maintenance of the region's road system, significant shortfalls remain. MTC's legislative program advocates additional funding for repair of the region's roadway network.



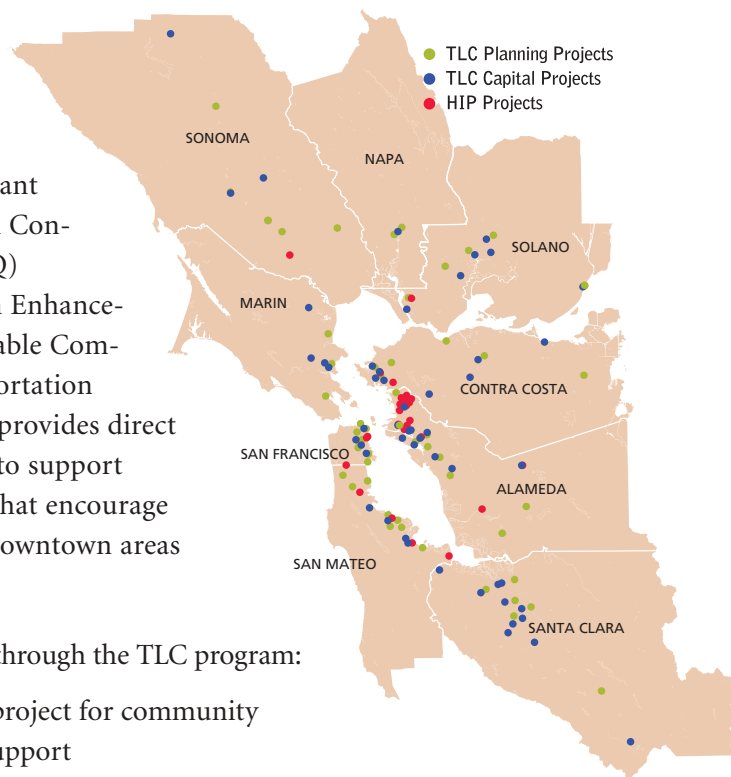
California drivers spend an estimated \$354 per year in added costs because of poorly maintained roadways.

Traffic Engineering Technical Assistance Program (TETAP)

This MTC program provides consultant expertise for local governments that do not have the in-house staff to properly maintain and operate their traffic signal network. Since the program's inception in 1993, MTC has provided over 170 TETAP grants to more than 65 jurisdictions, the majority with populations under 65,000. Funded with federal highway moneys, the TETAP program has allocated approximately \$1.3 million to Bay Area counties since 1997.

Transportation for Livable Communities

Streetscape improvements and transit-, pedestrian- and bicycle-oriented developments bring new vibrancy to downtowns, commercial cores and urban neighborhoods by making them places people want to live in and visit. Funded through federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Transportation Enhancement funds, MTC's Transportation for Livable Communities (TLC) program integrates transportation and land-use planning. The TLC program provides direct financial incentives for cities and counties to support development and redevelopment projects that encourage pedestrian, transit and/or bicycle trips in downtown areas and regional activity centers.



MTC offers two kinds of funding assistance through the TLC program:

- Planning grants up to \$75,000 per project for community planning and technical assistance support
- Capital grants of \$150,000 to \$2 million for the design and construction of pedestrian-, bike- and transit-oriented transportation projects.

Since the TLC program's inception in 1998, MTC has allocated over \$1.8 million for 51 planning projects, and committed more than \$54 million for 47 TLC capital projects and 31 Housing Incentive Program developments. Each of these projects represents not only a unique partnership between MTC, local jurisdictions, community organizations, transportation service providers and public and private development firms, but a "success story" to which other areas might look as a model for effective transportation and land-use integration.

Housing Incentive Program (HIP)

In November 2000, MTC inaugurated a Housing Incentive Program to encourage the creation of housing adjacent to existing transit facilities. Based on a similar program developed in San Mateo County, HIP offers seed money to local jurisdictions that provide new housing in the vicinity of public transit hubs. MTC allocated \$9 million in capital grant money for the first round of projects in 2001. Eligible transportation-related improvements that can be funded with the HIP award include streetscapes, transit villages, bicycle facilities and pedestrian plazas. The local jurisdiction may determine where HIP funds should be spent but the transportation project funded through HIP must be consistent with the goals of MTC's TLC program.

It is vital that Congress preserve CMAQ and Transportation Enhancement funding so that MTC can deliver on its commitments to these innovative programs.

Bay Area Smart Growth Strategy

MTC and the Association of Bay Area Governments (ABAG) — in conjunction with the Bay Area Air Quality Management District, the Bay Conservation and Development Commission, the Regional Water Quality Control Board and a public/private coalition known as the Bay Area Alliance for Sustainable Development — in October 2002 released the final report on their recommendations for curbing sprawl and promoting “smarter,” more compact growth between now and 2020.

Through a highly inclusive public outreach effort that began in 1999, the Smart Growth Strategy/Regional Livability Footprint identified three separate smart growth alternatives: Central Cities, Network of Neighborhoods and Smarter Suburbs.

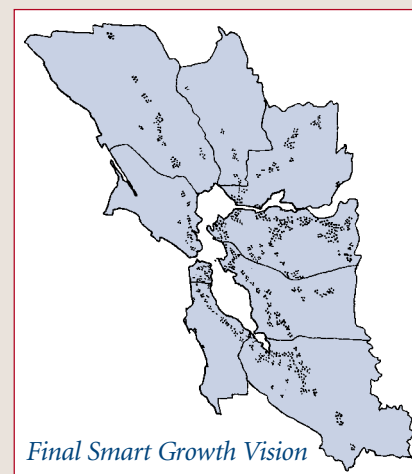
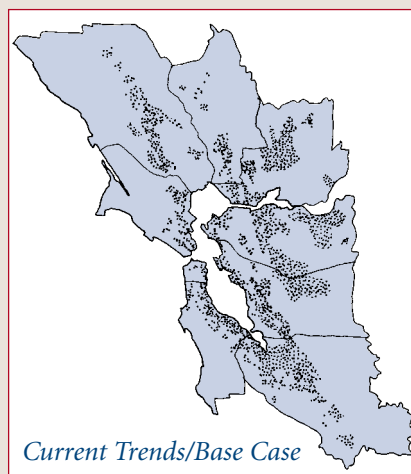
During spring 2002, in a second wave of public forums, participants winnowed the options down to one alternative for further refinement. The resulting vision for the Bay Area’s future shows a pattern of growth that roughly mirrors the Network of Neighborhoods alternative. This option focuses development in many of the same locations as the Central Cities alternative (San Francisco, Oakland and San Jose), but with densities that vary considerably from county to county. The preferred alternative focuses considerable new residential development in corridors served by MTC’s Resolution 3434 rail and bus expansion program.

The ABAG Executive Board will consider adopting these alternative projections in early 2003. If adopted, they will become the backbone of MTC’s 2005 *Regional Transportation Plan*, as well as the Air District’s clean air plans and other regional plans. The biggest challenge facing the Smart Growth Strategy/Regional Livability Footprint Project will be to enact the regulatory changes and fiscal incentives needed to make smart growth more than just a good idea.



Smart Growth Alternatives in Black and White

These maps show in bold relief the growth patterns foreseen in the Smart Growth Vision and the Current Trends Base Case. They indicate primary areas of change that include both redevelopment of already developed areas (“infill”) and construction on currently undeveloped lands (“greenfields”).





Section IV

County Profiles

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Solano **62**

Sonoma **64**

Alameda County **Selected Project Highlights**

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

AC Transit Bus Upgrades and Improvements
STIP Funds: \$46,958,000
(not mapped)

- 1 BART Oakland Airport Connector**
STIP Funds: \$53,530,000
- 2 Grade Separations of Railroad Crossings at Washington Boulevard and Paseo Padre in Fremont**
STIP Funds: \$34,928,000
- 3 Interstate 238 Westbound Widening Between Interstate 580 and Interstate 880**
STIP Funds: \$36,054,000
- 4 Interstate 580 Tassajara Road Interchange**
STIP Funds: \$4,700,000
- 5 Interstate 680 – Northbound and Southbound High-Occupancy-Vehicle Lane Over Sunol Grade**
STIP Funds: \$111,877,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03
Six-Year Total: \$163 million
(includes regional projects)

- 6 AC Transit San Mateo Bridge Corridor Bus Service**
CMAQ Funds: \$2,000,000
- BART Aerial Structures Seismic Retrofit Program**
STP Funds: \$3,026,000
(not mapped)
- 7 LAVTA Bus Purchase for Interstate 680 Corridor Service**
CMAQ Funds: \$1,062,000

- 8 Port of Oakland Joint Intermodal Terminal**
STP Funds: \$9,400,000

Transportation for Livable Communities (TLC) Projects:

- 9 Coliseum Transit Hub Streetscape Improvements**
TLC Funds: \$1,000,000
- 10 Dublin Transit Center Plaza**
TLC Funds: \$750,000
- 11 Laurel Streetscape Improvements**
TLC Funds: \$938,780
- 12 Park Street Streetscape and Santa Clara Avenue Transit Hub**
TLC Funds: \$921,000
- 13 Webster Renaissance Project**
TLC Funds: \$881,219
- 14 West Estudillo Street Streetscape and BART-Downtown Connections**
TLC Funds: \$1,000,000

Low-Income Flexible Transportation (LIFT) Projects:

- 15 AC Transit – Route 13 Night and Weekend Service**
LIFT Funds: \$557,568
- 16 AC Transit Hayward Industrial Area Shuttle**
LIFT Funds: \$750,000
- 17 LAVTA – Route 14 Extension**
LIFT Funds: \$311,318

Other Significant Federally Funded Projects:

- AC Transit Buses**
FTA Bus: \$1,050,000
(not mapped)
- 18 AC Transit San Pablo Avenue Key Transit Route and Service From West and East Oakland to the Oakland Airport**
FTA Funds: \$1,000,000

OTHER PROJECTS

Toll Bridge Projects:

- 19 San Francisco-Oakland Bay Bridge New East Span**
Federal, State and Toll Funds: \$2,600,000,000
- 20 San Mateo-Hayward Bridge Widening**
RM-1 Funds: \$217,500,000

Other Significant State-Only Funded Projects:

- San Francisco Bay Crossings Study**
State Funds: \$5,000,000
(not mapped)
- 21 ACE Commuter Rail Improvements**
State Funds: \$1,000,000
- 22 BART Extension to San Jose**
State Funds: \$760,000,000
- 23 Bay Area Connectivity Study (Interstate 580 Livermore Corridor)**
State Funds: \$17,000,000
- Regional Express/Rapid Bus Service**
State Funds: \$40,000,000
(not mapped)
- 24 Route 24 Caldecott Tunnel – Fourth Bore**
State Funds: \$20,000,000

Key Map





Contra Costa County **Selected Project Highlights**

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1** Interstate 80 High-Occupancy-Vehicle Lane – Carquinez Bridge to West of Route 4
STIP Funds: \$36,300,000
- 2** Interstate 680 Auxiliary Lanes From Danville to San Ramon
STIP Funds: \$9,000,000
- 3** Interstate 680 HOV Lanes From Marina Vista to North Main
STIP Funds: \$42,277,000
- 4** Martinez Amtrak Station Improvements
STIP Funds: \$5,000,000
- 5** Route 4 Gap Closure (West)
STIP Funds: \$25,167,000
- 6** Route 4 Widening and Interchange Improvements – Railroad Avenue to Somersville Road
STIP Funds: \$59,707,000
- 7** Richmond Amtrak/BART Intermodal Station
STIP Funds: \$4,100,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03

Six-Year Total: \$96 million
(includes regional projects)

BART Aerial Structure Seismic Retrofit
STP Funds: \$3,026,000
(not mapped)

- 8** Reliez Valley Road Regional Trail Gap Closure
CMAQ Funds: \$500,000

- 9** BART Pittsburg/Bay Point Station Parking Expansion
CMAQ Funds: \$1,250,000

Transportation for Livable Communities (TLC) Projects:

- 10** Fairmount Street Pedestrian and Streetscape Improvements
TLC Funds: \$500,000
- 11** North Richmond Streetscape Enhancements, Phase 1
TLC Funds: \$515,955
- 12** North Richmond Streetscape Enhancements, Phase 2
TLC Funds: \$2,000,000
- 13** Richmond Greenway and Bikeway
TLC Funds: \$1,900,000
- 14** West Rivertown District Streetscape Enhancements
TLC Funds: \$179,379

Low-Income Flexible Transportation (LIFT) Projects:

- 15** County Connection – Route 121 Extension
LIFT Funds: \$116,839
- 16** Golden Gate Transit Route 40 Service Expansion – Richmond-San Rafael Bridge
LIFT Funds: \$536,000

Other Significant Federally Funded Project:

- 17** County Connection Express Routes – Bus Purchase
FTA Bus Funds: \$850,000

OTHER PROJECTS

Toll Bridge Projects:

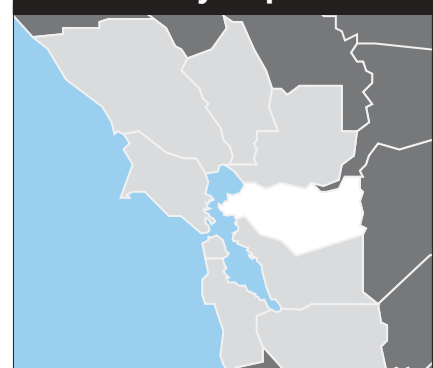
- 18** Benicia-Martinez Bridge – New Bridge
RM-1 Funds: \$652,800,000
- 19** Carquinez Bridge – Replace 1927 Span
RM-1 Funds: \$479,800,000
- 20** Richmond-San Rafael Bridge Deck Replacement and Seismic Retrofit
Federal, State and Toll Funds: \$718,400,000

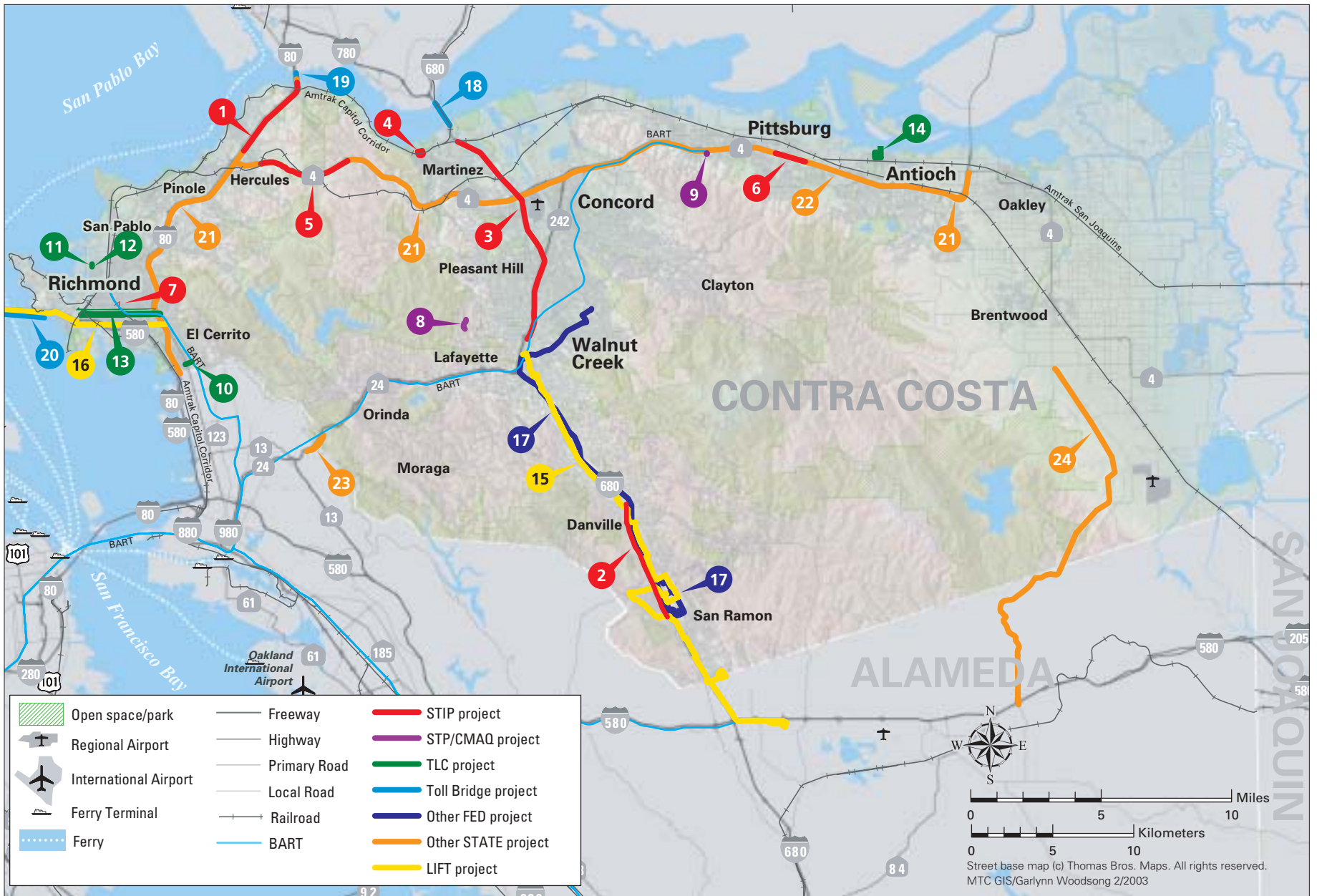
Other Significant State-Only Funded Projects:

- 21** Bay Area Connectivity Study (West County and Route 4 Corridors)
State Funds: \$17,000,000

Regional Express/Rapid Bus Service
State Funds: \$40,000,000
(not mapped)
- 22** Route 4 Widening – Railroad Avenue to Loveridge Road
State Funds: \$39,000,000
- 23** Route 24 Caldecott Tunnel – Fourth Bore
State Funds: \$20,000,000
- 24** Vasco Road Safety/Transit Enhancements
State Funds: \$11,000,000

Key Map





Marin County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 U.S. Highway 101 Novato Narrows Freeway Upgrade
STIP Funds: \$21,000,000
- 2 U.S. Highway 101 Reversible High-Occupancy-Vehicle Lane in San Rafael
STIP Funds: \$97,049,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$40 million* (includes regional projects)

- 3 Bicycle Racks in Fairfax
CMAQ Funds: \$10,000
- 4 Larkspur Ferry Feeder Bus Demonstration Service
CMAQ Funds: \$136,000
- 5 Larkspur Ferry Terminal Park-and-Ride Lot
STP Funds: \$729,000
- 6 Manzanita Park-and-Ride Lot
CMAQ Funds: \$2,850,000
- 7 North San Pedro/Civic Center Operational Improvements
STP Funds: \$300,000
- 8 West Marin Shuttle Demonstration Service
CMAQ Funds: \$106,000

Transportation for Livable Communities (TLC) Projects:

- 9 Medway/Canal Enhancements
TLC Funds: \$900,000
- 10 Grant Avenue Traffic Calming
TLC Funds: \$1,130,000
- 11 San Anselmo Downtown Revitalization
TLC Funds: \$200,000

Low-Income Flexible Transportation (LIFT) Project:

- 12 Golden Gate Transit Route 40 Service Expansion – Richmond-San Rafael Bridge
LIFT Funds: \$536,000

Other Significant Federally Funded Projects:

- 13 Ferry Channel and Berth Dredging
FTA Formula Funds: \$5,948,000
- 14 Golden Gate Seismic Retrofit, Phases 1-3 Construction
Federal Discretionary Funds: \$83,000,000

OTHER PROJECTS

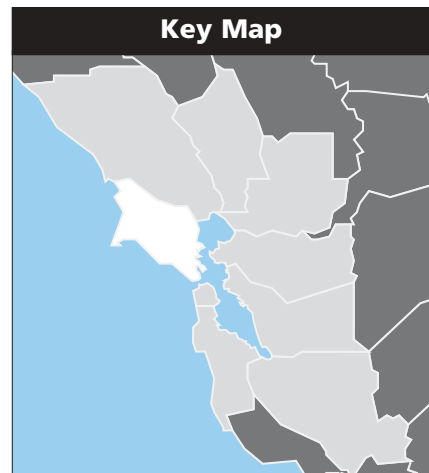
Toll Bridge Project:

- 15 Richmond-San Rafael Bridge Deck Replacement and Seismic Retrofit
Federal, State and Toll Funds: \$718,400,000

Other Significant State-Only Funded Projects:

- 16 Golden Gate Bridge Seismic Retrofit, Phase 2
State Funds: \$5,000,000

Regional Express/Rapid Bus Service
State Funds: \$40,000,000
(not mapped)
- 17 New Commuter Rail Service – Cloverdale to San Rafael
State Funds: \$37,000,000
- 18 North Coast Railroad Track Repair and Upgrades
State Funds: \$60,000,000
- 19 U.S. Highway 101 Novato Narrows Freeway Upgrade
State Funds: \$21,000,000
- 20 U.S. Highway 101 Reversible HOV Lane in San Rafael
State Funds: \$15,000,000





Napa County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Route 29/Trancas Street Interchange
STIP Funds: \$51,576,000
- 2 Route 12 (Jameson Canyon)/ Routes 29/221 Intersection Improvements
STIP Funds: \$2,100,000
- 3 Routes 12/29 Grade Separation
STIP Funds: \$1,500,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 *Six-Year Total: \$12 million* (includes regional projects)

- 4 Bike Lane on Cuttings Wharf Road – Segment of the Bay Trail Network
CMAQ Funds: \$240,000
- 5 Operational and Safety Improvements at Route 29 and Trower Avenue
CMAQ Funds: \$294,000

Transportation for Livable Communities (TLC) Project:

- 6 Downtown Napa Pedestrian Improvements
TLC Funds: \$328,000

Low-Income Flexible Transportation (LIFT) Project:

- 7 Napa County Transit Service
LIFT Funds: \$228,000

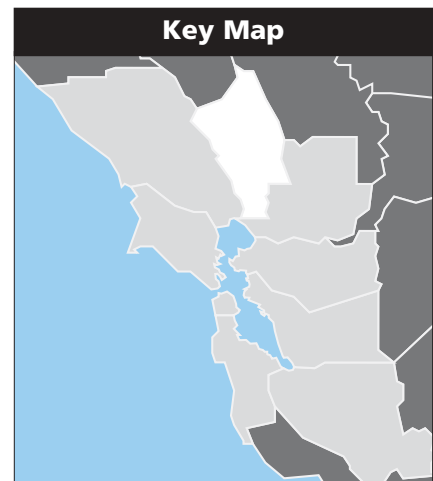
OTHER PROJECTS

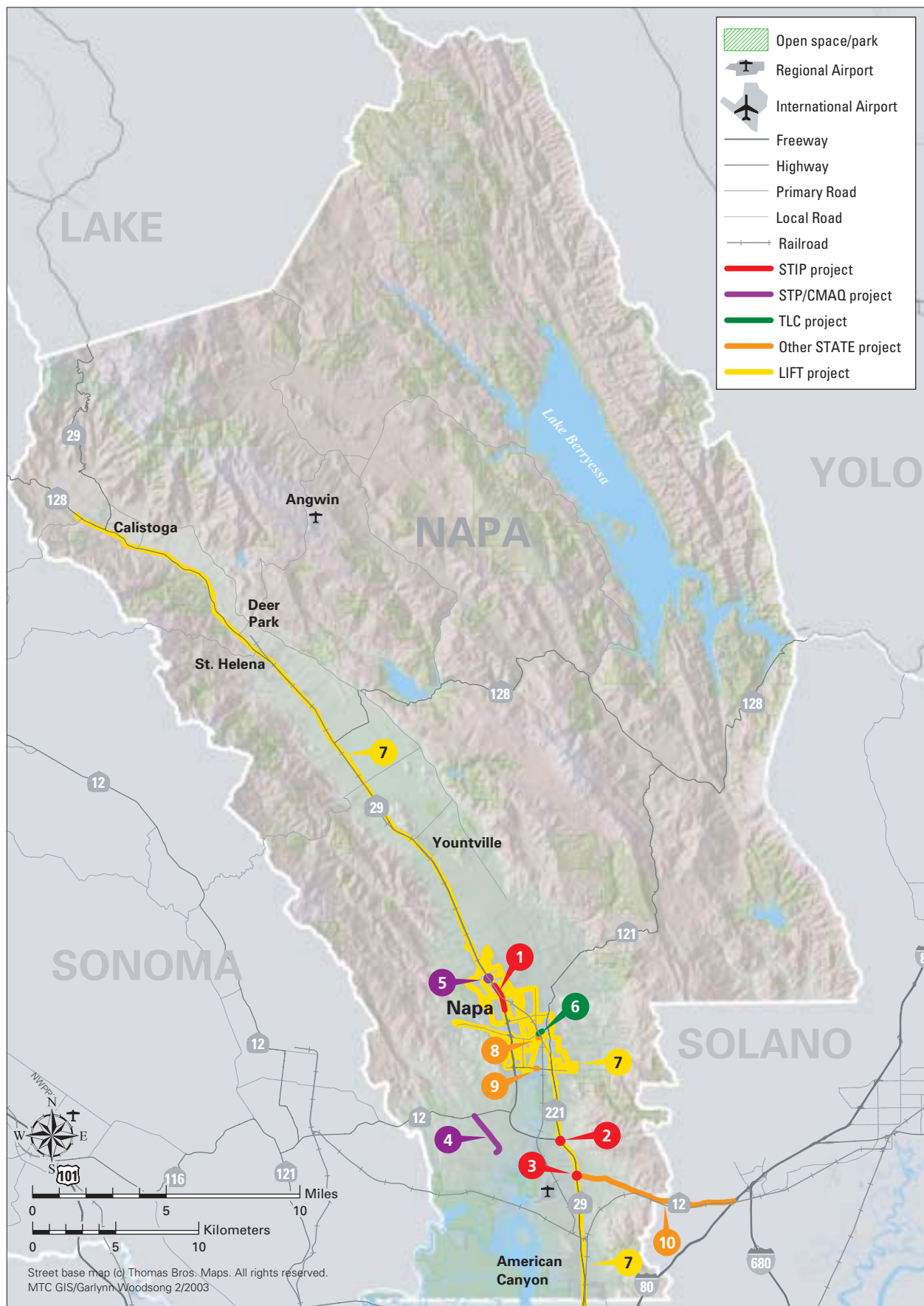
Other Significant State and Federally Funded Projects:

Regional Express/Rapid Bus Service State Funds: \$40,000,000 (not mapped)

- 8 Napa River Overcrossing
Federal Funds: \$6,800,000
- 9 Maxwell Street Drawbridge Replacement
Federal Funds: \$14,838,000
- 10 Route 12 Congestion Relief Improvements From Route 29 to Interstate 80
State Funds: \$7,000,000

Key Map





City and County of San Francisco

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1** Caltrain Electrification
STIP Funds: \$10,000,000
- 2** Doyle Drive Reconstruction
STIP Funds: \$36,000,000
- 3** Golden Gate Ferry Lay Berth and Terminal Facilities Rehab
STIP Funds: \$1,305,000
- 4** Illinois Street Rehabilitation and Intermodal Bridge at Islais Creek
STIP Funds: \$2,030,000
- 5** Muni Third Street Light-Rail Project (Track, Vehicles, and Maintenance Facility)
STIP Funds: \$64,070,000

Muni Trolley Bus Procurement and Rail Replacement
STIP Funds: \$15,774,000
(not mapped)

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03

Six-Year Total: \$128 million
(includes regional projects)

- 6** Balboa Park BART/Muni Access Improvements
CMAQ Funds: \$999,000

Muni Integrated Vehicle Maintenance and Inventory System
CMAQ Funds: \$2,932,000
(not mapped)
- 7** Van Ness Avenue Pedestrian Safety Improvements
CMAQ Funds: \$620,000

Transportation for Livable Communities (TLC) Projects:

- 8** 16th/Mission Street BART Station Plaza Redesign
TLC Funds: \$2,995,500
- 9** Bayview Connections Neighborhood Improvements – Third Street Rail Corridor in Bayview Hunters Point
TLC Funds: \$3,496,276
- 10** Broadway Streetscape Improvements
TLC Funds: \$1,000,000
- 11** Church Street Apartments Streetscape Improvements
TLC Funds: \$424,664
- 12** Pioneer Park Access Improvements
TLC Funds: \$350,000

Low-Income Flexible Transportation (LIFT) Project:

- 13** Treasure Island Bus Service – Expanded Muni Route 108
LIFT Funds: \$750,000

Other Significant Federally Funded Projects:

BART Extension to San Francisco International Airport and Millbrae (Full Funding Grant Agreement)
Federal New Starts: \$750,000,000
(mapped in San Mateo County)

Bayview Hunters Point Neighborhood Shuttle and Airport Service
FTA: \$500,000
(not mapped)

- 14** Golden Gate Seismic Retrofit, Phases 1-3 Construction
Federal Discretionary Funds: \$83,000,000

Muni Bus and Facilities Upgrades
FTA Bus: \$5,000,000
(not mapped)

Treasure Island Ferry Docking Facility
Federal Ferryboat Discretionary: \$1,800,000
(not mapped)

OTHER PROJECTS

Toll Bridge Project:

- 15** San Francisco-Oakland Bay Bridge New East Span
Federal, State and Toll Funds: \$2,600,000,000

Other Significant State-Only Funded Projects:

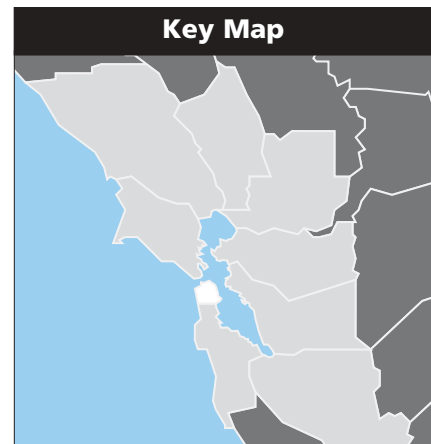
San Francisco Bay Crossings Study
State Funds: \$5,000,000
(not mapped)

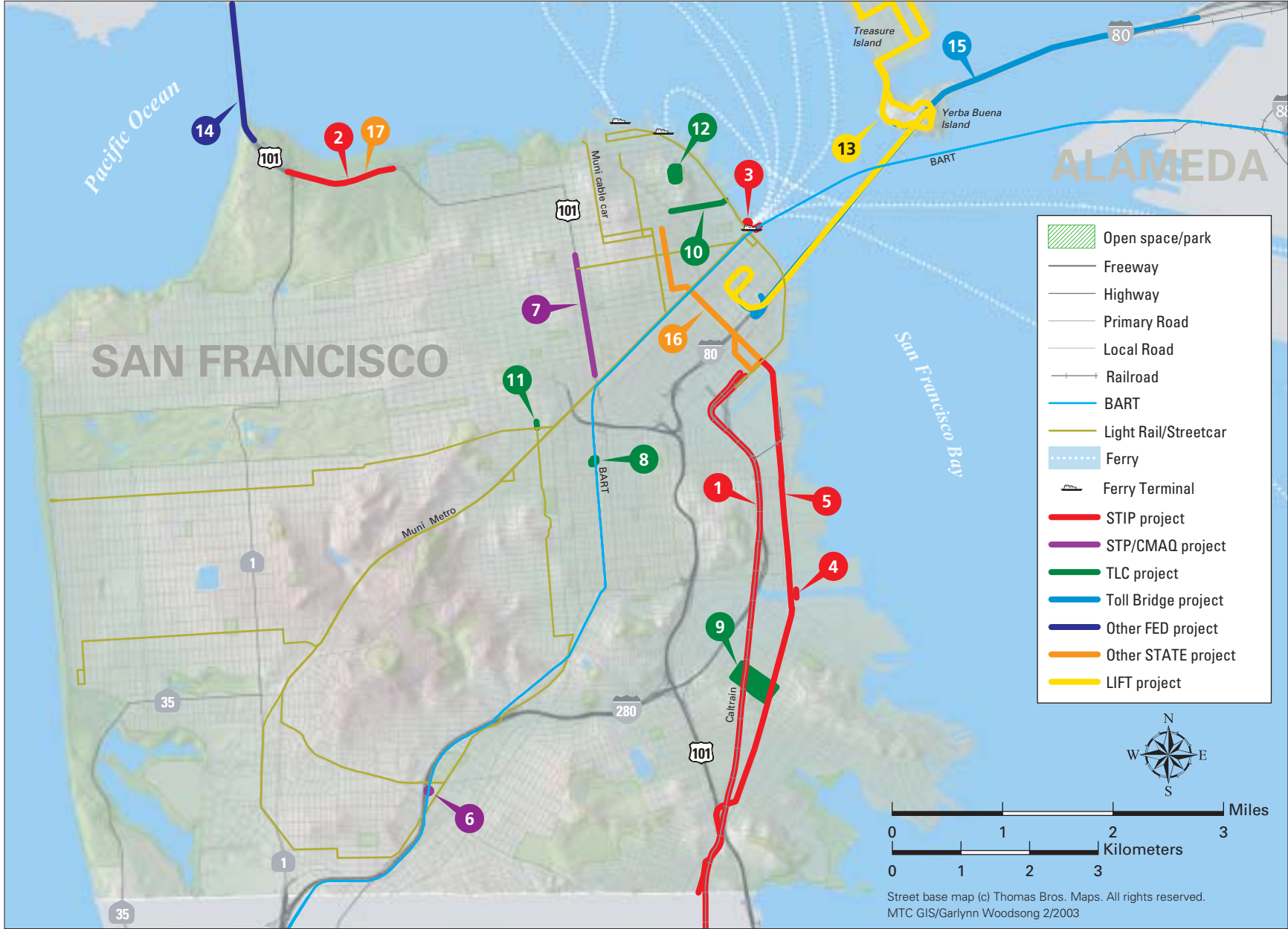
Caltrain Express and Upgrades
State Funds: \$127,000,000
(not mapped)

Regional Express/Rapid Bus Service
State Funds: \$40,000,000
(not mapped)

- 16** Muni Metro Central Subway to Chinatown
State Funds: \$140,000,000
- 17** Doyle Drive Reconstruction
State Funds: \$15,000,000

Key Map





San Mateo County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

Caltrain Centralized Train Control System and Track Improvements

STIP Funds: \$26,665,000
(not mapped)

- 1 Route 92 Slow-Vehicle Lane Improvements
STIP Funds: \$21,149,000
- 2 U.S. Highway 101 Auxiliary Lanes, Third Avenue to Millbrae Avenue
STIP Funds: \$43,731,000
- 3 U.S. Highway 101 Auxiliary Lanes, Route 84 to Route 92
STIP Funds: \$25,961,000
- 4 U.S. Highway 101 Auxiliary Lane From Santa Clara County Line to Marsh Road
STIP Funds: \$19,641,000
- 5 U.S. Highway 101 – Willow Road Interchange Reconstruction
STIP Funds: \$11,990,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 Six-Year Total: \$71 million

(includes regional projects)

- 6 El Camino Real Traffic Signal Interconnect and Coordination
CMAQ Funds: \$270,000
- 7 Junipero Serra Boulevard Pedestrian Improvements
CMAQ Funds: \$633,000
- 8 Millbrae Avenue Reconstruction
STP Funds: \$498,000

Transportation for Livable Communities (TLC) Projects:

- 9 Bay Road Streetscape and Traffic Calming Improvements
TLC Funds: \$700,000
- 10 San Mateo Main Street Pedestrian and Transit Center Links
TLC Funds: \$1,985,000

Low-Income Flexible Transportation (LIFT) Projects:

- 11 SamTrans – Express Service From East Palo Alto to Millbrae Intermodal Station
LIFT Funds: \$600,000

Midday Shuttle From Caltrain and SamTrans Bus Routes to San Mateo Human Services' Job Training and Worker Services Center; Countywide Guaranteed Ride Home Emergency Taxi Vouchers
LIFT Funds: \$320,000
(not mapped)

Other Significant Federally Funded Projects:

- 12 BART Extension to San Francisco International Airport and Millbrae (Full Funding Grant Agreement)
Federal New Starts: \$750,000,000
- SamTrans Zero-Emission Fuel Cell Bus Acquisition
FTA Funds: \$1,385,000
(not mapped)

OTHER PROJECTS

Toll Bridge Projects:

- 13 San Mateo-Hayward Bridge Widening
RM-1 Funds: \$217,500,000
- 14 Dumbarton-Bayfront Expressway Widening
RM-1 Funds: \$33,775,000

Other Significant State-Only Funded Projects:

San Francisco Bay Crossings Study

State Funds: \$5,000,000
(not mapped)

Caltrain Express and Upgrades

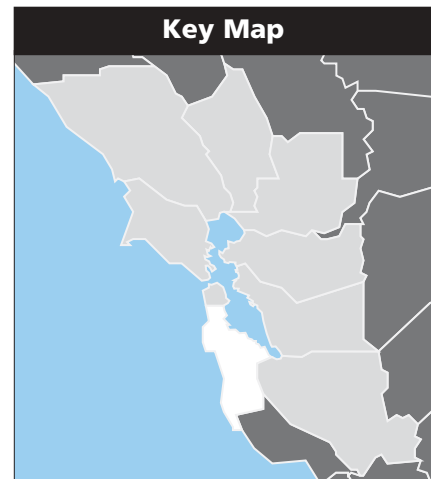
State Funds: \$127,000,000
(not mapped)

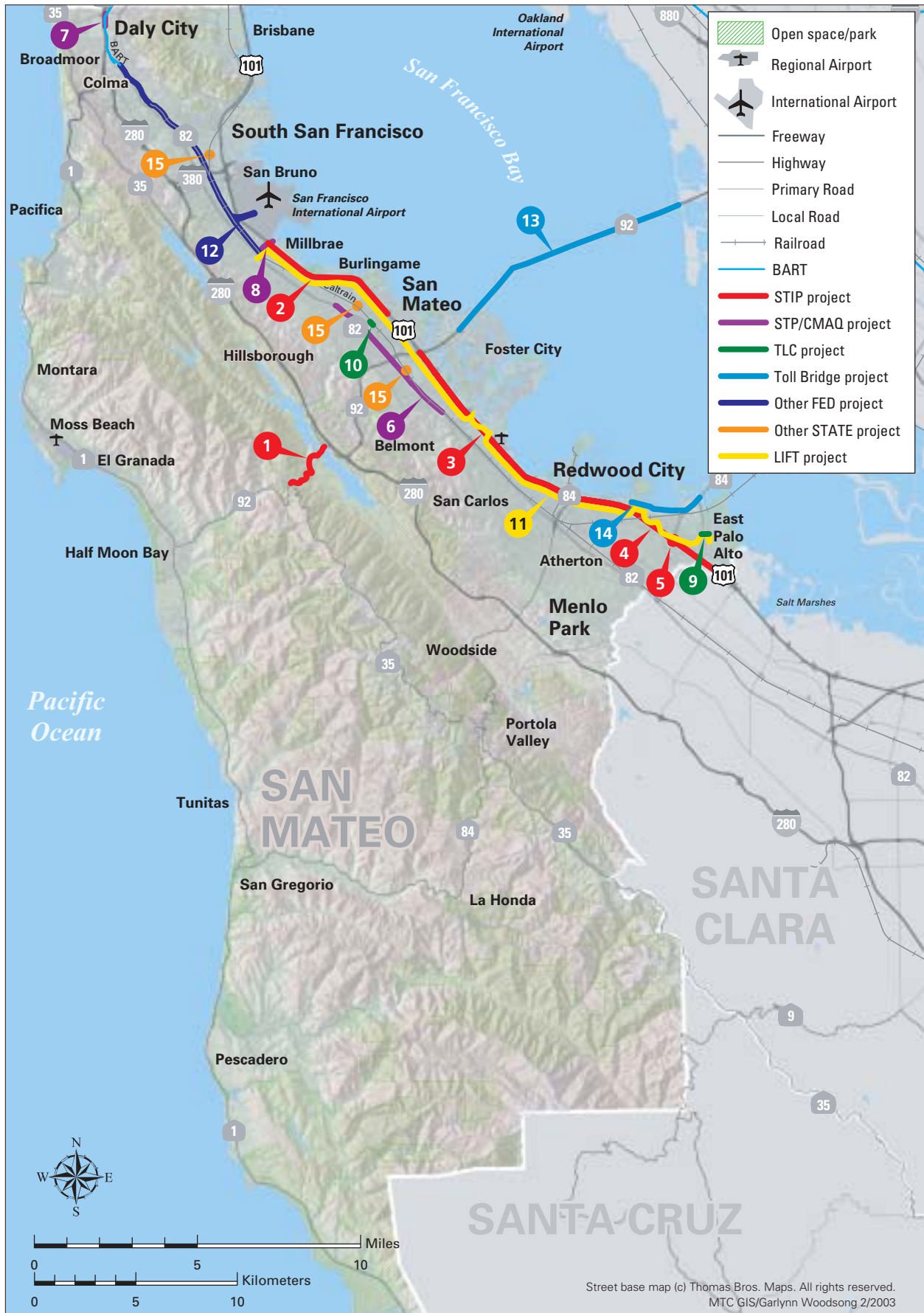
- 15 Caltrain Peninsula Grade Separations at Linden, Poplar and 25th Avenues
State Funds: \$15,000,000

Regional Express/Rapid Bus Service

State Funds: \$40,000,000
(not mapped)

Key Map





Santa Clara County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Caltrain San Jose to Santa Clara Fourth Main Track
STIP Funds: \$22,500,000
- 2 Interstate 680 - Northbound and Southbound High-Occupancy-Vehicle Lane Over Sunol Grade
STIP Funds: \$111,877,000
- 3 Interstate 880/Coleman Avenue Interchange Reconstruction
STIP Funds: \$55,500,000
- 4 Interstate 880/Dixon Landing Road Interchange Modification
STIP Funds: \$41,843,000
- 5 Interstate 880/Route 237 Interchange Modifications
STIP Funds: \$22,500,000
- 6 Route 87 Guadalupe Freeway Corridor - New HOV Lanes
STIP Funds: \$191,586,000
- 7 U.S. Highway 101 Auxiliary Lane From Route 87 to Trimble Road
STIP Funds: \$19,300,000
- 8 Vasona Light-Rail Extension From San Jose to Campbell
STIP Funds: \$46,553,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 Six-Year Total: \$162 million (includes regional projects)

- 9 Palo Alto Caltrain Station Pedestrian and Bicycle Overcrossing
CMAQ Funds: \$2,035,000
- 10 Tasman East Light-Rail Extension
CMAQ Funds: \$43,291,000

- 11 VTA Bus Maintenance and Operation Facility Upgrade at Cerone
CMAQ Funds: \$6,920,000

Transportation for Livable Communities (TLC) Projects:

- 12 Caltrain/Homer Avenue Pedestrian/Bicycle Undercrossing
TLC Funds: \$464,000
- 13 Fruitdale/Bascom Station Area Streetscape Enhancements
TLC Funds: \$400,000
- 14 Guadalupe River Park Trail
TLC Funds: \$500,000
- 15 Los Gatos Creek Bicycle/Pedestrian Trail
TLC Funds: \$750,000
- 16 River Oaks Bicycle/Pedestrian Bridge
TLC Funds: \$1,000,000
- 17 San Fernando Light-Rail Station Plaza
TLC Funds: \$885,000
- 18 Sunnyvale Multimodal Transit Station
TLC Funds: \$861,245
- 19 Vasona Light-Rail Community Enhancement Project in Campbell
TLC Funds: \$250,000

Low-Income Flexible Transportation (LIFT) Project:

Countywide Children's Shuttle Service to Schools
LIFT Funds: \$750,000
(not mapped)

Other Significant Federally Funded Projects:

Expansion Bus for Santa Clara Valley Transportation Authority
FTA Funds: \$4,600,000
(not mapped)

Guaranteed Ride Home Program
FTA Funds: \$1,000,000
(not mapped)

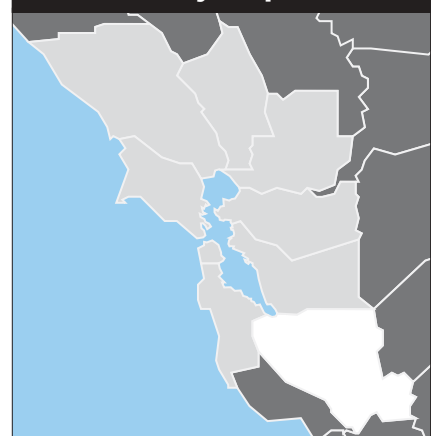
- 20 Tasman West Light-Rail Extension to Mountain View
Federal New Starts: \$182,895,000

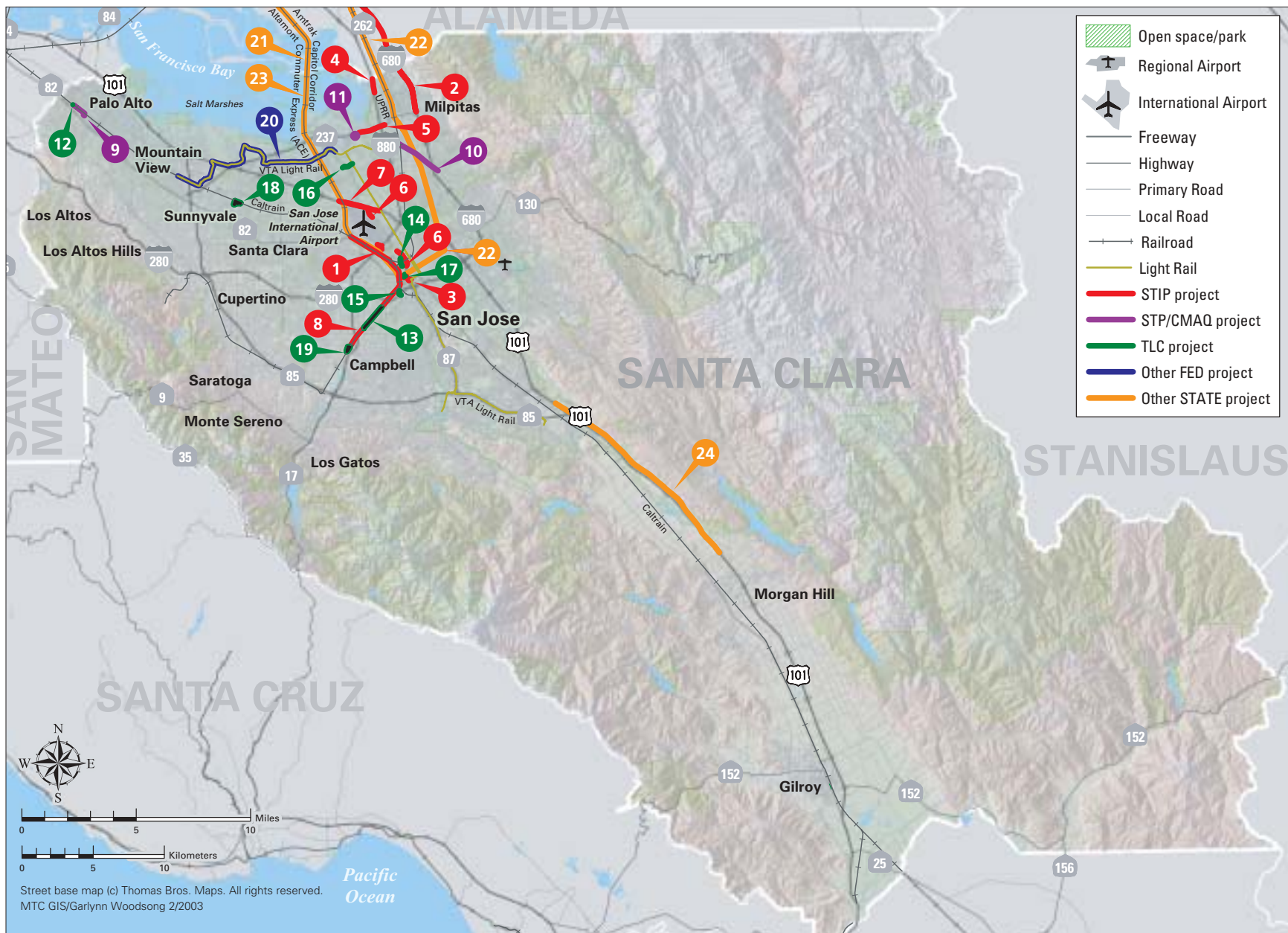
OTHER PROJECTS

Other Significant State-Only Funded Projects:

- 21 ACE Commuter Rail Improvements
State Funds: \$1,000,000
- 22 BART Extension to San Jose
State Funds: \$760,000,000
- Caltrain Express and Upgrades
State Funds: \$127,000,000
(not mapped)
- 23 Capitol Corridor Intercity Rail Improvements – Oakland to San Jose
State Funds: \$25,000,000
- Regional Express/Rapid Bus Service
State Funds: \$40,000,000
(not mapped)
- 24 U.S. Highway 101 – Widen From Four to Six Lanes From Bernal Road in San Jose to Cochrane Road in Morgan Hill
State Funds: \$25,000,000

Key Map





Solano County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 Interstate 80 Reliever Route/Jepson Parkway – Between Route 12 and Interstate 80 on Walters, Vanden and Leisure Town Roads
STIP Funds: \$25,807,000
- 2 Interstate 80 Widening From Meridian in Vacaville to Pendrick in Dixon
STIP Funds: \$9,000,000
- 3 Interstate 80/Interstate 680/Route 12 North Connector – Phase 2
STIP Funds: \$11,735,000
- 4 Route 37 Widening From Napa River Bridge to Route 29
STIP Funds: \$58,134,000
- 5 Route 37/Route 29 Interchange Construction
STIP Funds: \$62,624,000
- 6 Vallejo Intermodal Facility – Parking Structure for Baylink Ferry and Bus Facilities
STIP Funds: \$7,500,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 Six-Year Total: \$40 million (includes regional projects)

- 7 Dixon to Davis Bike Route
CMAQ Funds: \$860,000
- 8 Fairfield Transportation Center
CMAQ Funds: \$1,413,000
- 9 Sereno Bus Transfer Facility
CMAQ Funds: \$1,328,000

- 10 Vallejo Ferry Service Expansion – Third Ferry Vessel
CMAQ Funds: \$5,000,000

Transportation for Livable Communities (TLC) Projects:

- 11 Davis Street Pedestrian and Gateway Improvements
TLC funds: \$482,000
- 12 Driftwood Drive Pedestrian Improvements
TLC funds: \$350,000
- 13 Jepson Parkway Bikeway and Transit Connections
TLC funds: \$500,000
- 14 Georgia Street Extension
TLC funds: \$800,000

Low-Income Flexible Transportation (LIFT) Project:

- 15 Napa County Transit Service Between Solano and Napa Counties
LIFT Funds: \$228,000

OTHER PROJECTS

Toll Bridge Projects:

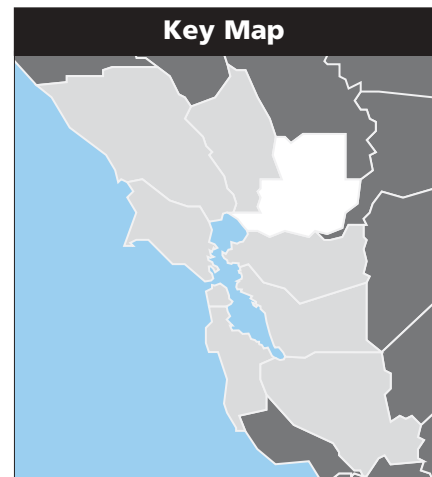
- 16 Benicia-Martinez Bridge – New Bridge
RM-1 Funds: \$652,800,000
- 17 Carquinez Bridge – Replace 1927 Span
RM-1 Funds: \$479,800,000

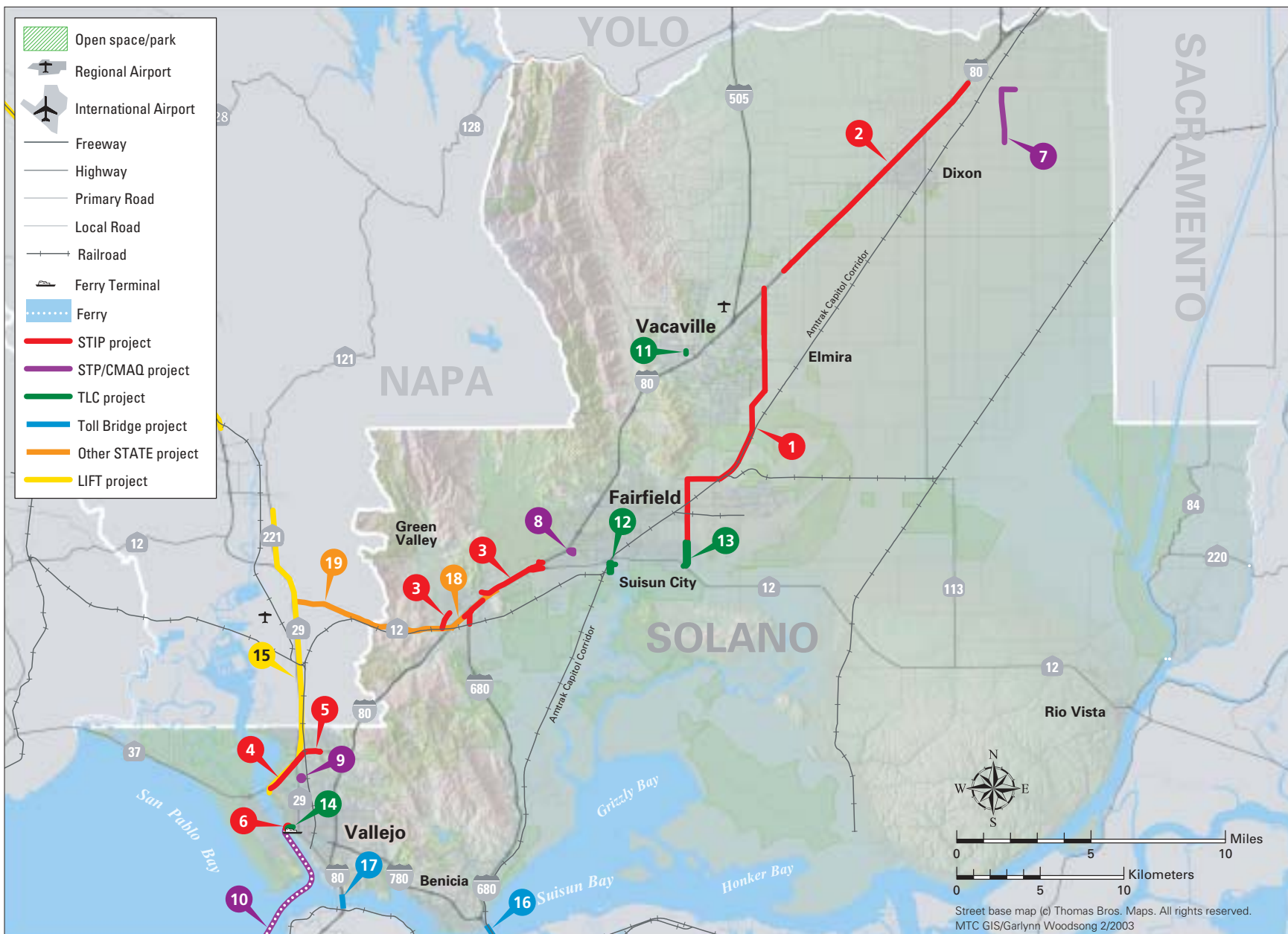
Other Significant State-Only Funded Projects:

- 18 Interstate 80/Interstate 680/Route 12 Interchange Improvements and Auxiliary Lanes in Fairfield
State Funds: \$13,000,000

Regional Express/Rapid Bus Service State Funds: \$40,000,000 (not mapped)

- 19 Route 12 Congestion Relief Improvements From Route 29 to Interstate 80
State Funds: \$7,000,000





Sonoma County

Selected Project Highlights

FEDERALLY FUNDED PROJECTS

State Transportation Improvement Program (STIP) Funding:

- 1 U.S. Highway 101 Southbound Auxiliary Lanes – Route 116 to East Washington in Petaluma
STIP Funds: \$7,000,000
- 2 U.S. Highway 101 High-Occupancy-Vehicle Lanes From Rohnert Park Expressway to Santa Rosa Avenue and Wilfred Avenue Interchange
STIP Funds: \$47,833,000
- 3 U.S. Highway 101 HOV Lane – Route 12 to Steele Lane
STIP Funds: \$61,600,000
- 4 U.S. Highway 101 HOV Lane – Steele Lane Interchange
STIP Funds: \$9,894,000
- 5 U.S. Highway 101 HOV Lane – Wilfred Avenue to Route 12 in Santa Rosa
STIP Funds: \$23,401,000
- 6 U.S. Highway 101 Marin/Sonoma Narrows Widening for HOV Lanes From Route 37 in Marin to Old Redwood Highway
STIP Funds: \$21,000,000

Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Funding FY 1997-98 to FY 2002-03 **Six-Year Total: \$43 million**

(includes regional projects)

Compressed Natural Gas Bus Purchase for Sonoma County Transit
CMAQ Funds: \$1,723,000
(not mapped)

- 7 Rohnert Park Expressway/U.S. Highway 101 Park-and-Ride Lot and Ramp Improvements
CMAQ Funds: \$2,496,000

- 8 Transit Preemption and Bicycle Video Detection Equipment for Santa Rosa Street Corridors
CMAQ Funds: \$499,000

Transportation for Livable Communities (TLC) Projects:

- 9 Cloverdale Boulevard Redesign Project
TLC Funds: \$1,000,000
- 10 Downtown Santa Rosa Pedestrian Linkages, Phase 2
TLC Funds: \$400,000
- 11 Street Smart Sebastopol
TLC Funds: \$500,000

Low-Income Flexible Transportation (LIFT) Project:

- 12 Santa Rosa CityBus – Route 15
LIFT Funds: \$500,000

Other Significant Federally Funded Project:

- 13 Compressed Natural Gas Bus Facilities Upgrade for Sonoma County Transit
FTA Bus: \$500,000

OTHER PROJECTS

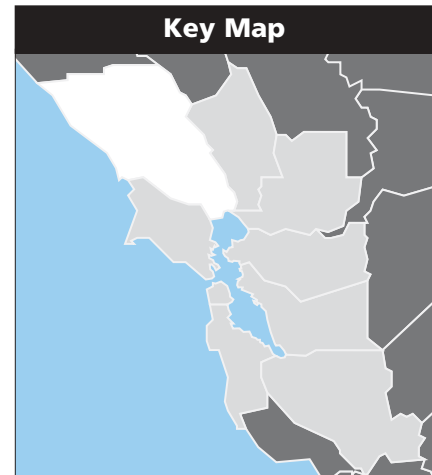
Other Significant State-Only Funded Projects:

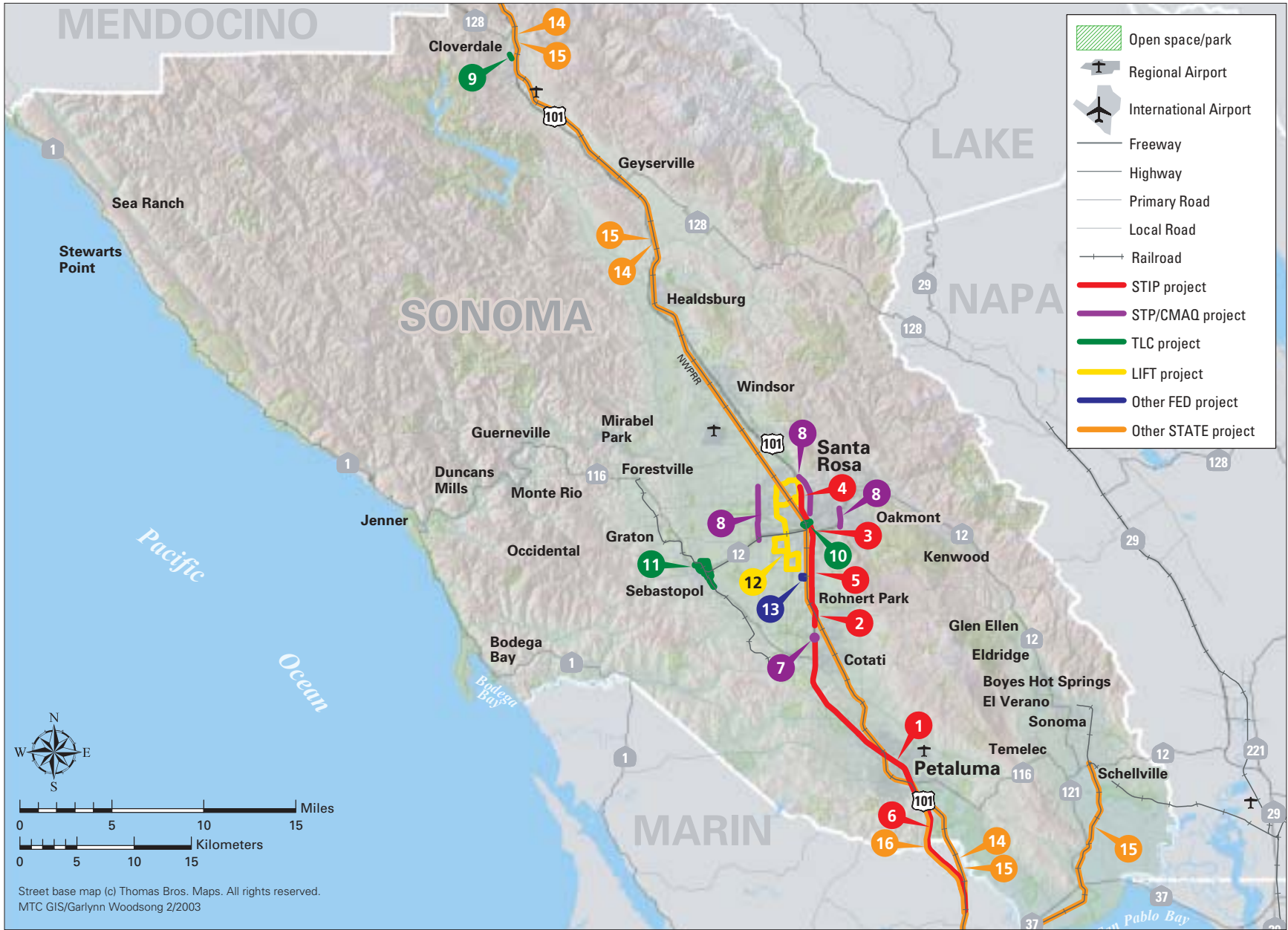
Regional Express/Rapid Bus Service
State Funds: \$40,000,000
(not mapped)

- 14 New Commuter Rail Service – Cloverdale to San Rafael
State Funds: \$37,000,000

- 15 North Coast Railroad Track Repair and Upgrades
State Funds: \$60,000,000

- 16 U.S. Highway 101 Novato Narrows Freeway Upgrade
State Funds: \$21,000,000





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MTC Advisory Council

Janet Abelson, Chair

MTC Elderly and Disabled Advisory Committee

Janet Abelson, Acting Chair

MTC Minority Citizens Advisory Committee

Cover photographs provided by individual transit operators except as noted:

Front cover (*left to right*) Caltrain San Francisco terminal; BART train; Golden Gate Transit ferry; Valley Transportation Authority light-rail passengers; San Francisco Muni streetcars.

Back cover (*left to right*) Caltrain (with bicycles); MTC archive photos of airplane and urban traffic; AC Transit bus; MTC archive aerial photo.

Project maps: David Cooper (graphics); Garlynn Woodsong (GIS)



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